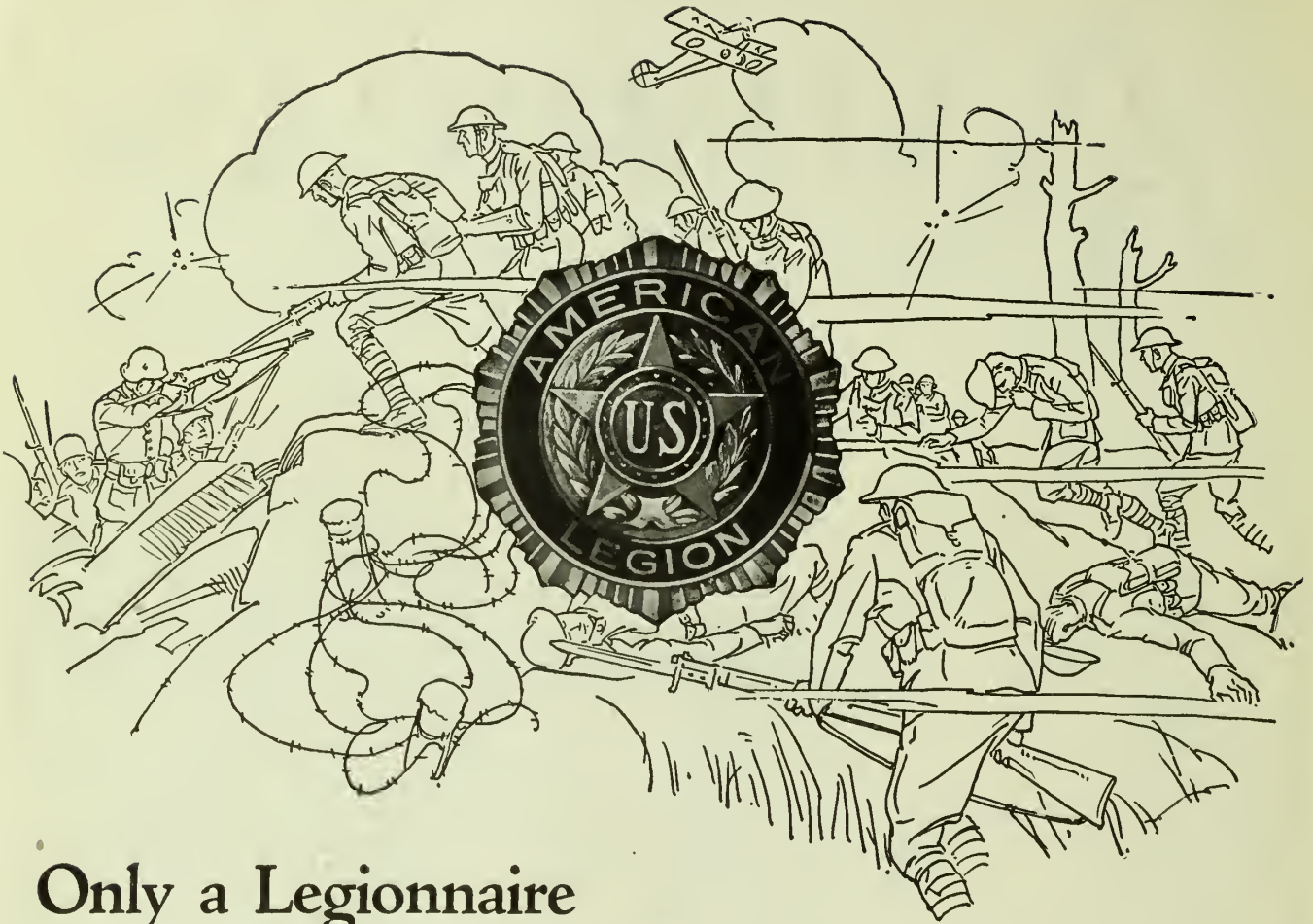


SEPTEMBER 18, 1925

# The AMERICAN LEGION Weekly





## Only a Legionnaire may wear this emblem

THAT gold and blue button of the American Legion costs so little—yet it is priceless!

All the money in the world can't buy this button for the man who has not earned it.

But YOU—who have earned the right to wear it—is it in your coat lapel every day?

You need a button for every coat!

Solid gold American Legion membership buttons are unusually attractive. They are made with the utmost care and are guaranteed forever.

Get a gold button for every coat! It will be the best investment you ever made.



### ..... C O U P O N .....

THE AMERICAN LEGION, EMBLEM DIVISION, INDIANAPOLIS, INDIANA

Gentlemen:

Please send me at your risk . . . gold American Legion membership buttons as checked at left. I will pay postman \$ . . . . (plus a few cents postage) in full payment. It is understood, however, that if I am not fully satisfied that my money will be refunded cheerfully providing the buttons are returned promptly.

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

I am a member of Post No. \_\_\_\_\_

Department of \_\_\_\_\_



MIDGET  
10K \$1.50  
14K \$2.00



REGULATION  
10K \$2.50  
14K \$3.50



# The AMERICAN LEGION Weekly



**L**EVIE E. KING, formerly adjutant of Chester L. Thompson Post of Fort Bayard, New Mexico, writes: "Herewith you will find an account of a real service by a buddy who will not divulge his name but which I believe is a deed worthy of mention in The American Legion Weekly. I am not a member of the post but got hold of the particulars of the case through another disabled buddy." Mr. King's enclosure reads in part: "One of the thousands of America's disabled men arrived in the city of Phoenix, Arizona. His body was torn and wrecked, his lungs had been seared and scorched by exposure and man-destroying gas. He struggled and fought a wonderful fight day to day. Every available means at the disposal of the force of physicians and consulting advisers at his hospital was used to help him in his struggle for life. At last the physicians decided—in April, 1925—that a blood transfusion was the one only way to save the life of this service man. The physicians' decision was announced and made known to Frank Luke, Jr., Post of The American Legion of Phoenix. Very shortly after the call one Legionnaire had given a pint of blood. Fifteen other service men, members of this same post, were on the job ready and willing to give fifteen more pints of blood if they were needed."

\* \* \*

**R**EAD again the final paragraph of Mr. King's letter above. Unfortunately, the wonderful spirit which inspires Legionnaires to give their own blood to help a brother Legionnaire makes them too often the victims of the sordid swindler. Here is a letter of another sort. "Please give this man publicity," writes R. C. Baker, Commander of Dan C. Stone, Jr., Post of Mt. Vernon, Ohio, referring to E. J. Sutherland, a member who was expelled from his post several months ago. "Since Sutherland was expelled," Mr. Baker adds, "letters have been pouring in regarding him from posts in Indiana, Michigan, Pennsylvania and New York. He seems to be in New York now. Sutherland travels with his wife and child. He puts up the usual hard luck story, asks for immediate relief and transportation to a city some distance away where he says he has a job awaiting him. When a job is offered

him by a post he refuses it, upbraids the Legion for heartlessness and gets out of town. He is merely using his membership card to procure a living from posts. He is about thirty years old, of slender build and medium height, weighs about 140 pounds and has brown hair and blue eyes." Ordinarily, lack of space prevents the Weekly from publishing information of this kind, but Mr. Baker's request gives us an opportunity to repeat the warning given so often in the Weekly—don't make a loan to a stranger showing a Legion membership card unless the post in which he claims membership vouches for him. Telegraph his home post for information.

\* \* \*

**W**E hazard a guess there are no dog days in Minnesota. August in that State must have the bracing qualities which only Autumn brings to less-favored commonwealths. For here is a wire from Joe O'Hara, newly-elected commander of the Department of Minnesota, which announces that Lindstrom (Minnesota) Post claims the honor of being the first post in the world to exceed its 1925 membership—with 94 members for 1925 it had enrolled 95 paid-up members for 1926 on August 24th. "Isn't this a record as to advance date?" asks Mr. O'Hara. Who will say it isn't? Furthermore, Mr. O'Hara relates, Hector (Minnesota) Post claims the honor of being the second post in the world to exceed its 1925 membership, having on August 25th exactly 63 members paid up for 1926. "At Omaha and in every Legion activity, just watch the Gophers go!" adds Mr. O'Hara.

\* \* \*

## FORTY AND EIGHT NUMBER

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## SEVENTH NATIONAL CONVENTION

### OMAHA

OCTOBER 5th to 9th

**W.**S. BARTLETT of Arizona writes that he read Marquis James's article, "A Page From the Life Book of a Gallant Fighter," in the June 26th issue with unusual interest, "possibly," he says, "due to the fact that I also served the United States Government as guide and scout under Generals Miles and McKensy in the years 1870, '71, '72, '73 and '74, during which time I believe more hardships and thrilling experiences were endured than ordinarily occur in one human life." Certainly this is an exciting period in American history. Coming so soon after the Civil War, it has suffered something of an eclipse, but its story is worth reading.

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# SHOCK TROOPS OF THE LEGION

*"To be loyal members of The American Legion and at all times strive to promote its principles and advance its welfare . . . . ."*

THAT quotation from the preamble to the constitution of La Société des 40 Hommes et 8 Chevaux seems to me to be the live wire which connects the Forty and Eight with the main power plant, The American Legion.

Those good Legionnaires who first visioned the Forty and Eight as a huge national organization, serving The American Legion and assisting it to be a power for good in the community, state and nation, had in mind, when they drew this constitution, that the Forty and Eight would devote its life to unselfish service. The Forty and Eight is still young but I believe it will carry on to its goal.

Its record of service to the Legion is filled with worthy acts. It early realized the approach of the day when the care of the orphan of the World War veteran would be a major problem. Realization was action. The Hommes, promptly on assuring themselves that the orphan problem was to grow, started assessing each of its members fifty cents a year, all to go into a fund to aid the orphans. Fourteen thousand dollars a year has been placed in that fund—equivalent to a capital of \$280,000 working at

five percent. That is good work which the Legion highly values.

The Forty and Eight has helped greatly in raising The American Legion Endowment Fund and in increasing the Legion's membership. There are many other acts of fine service, and the book is only begun, for the Forty and Eight will let no member rest on his oars. If he comes in, he comes in because he has merited that membership by reason of his prior service to The American Legion. He comes in to give service, prepared to keep on giving, or he is not the true Forty and Eighter. There are, indeed, few untrue Voyageurs.

I believe in the Forty and Eight as a super-service branch of The American Legion. Voyageurs are the shock troops, if you like, of this peace-time army of ours which has replaced the O. D., the Blue and the Olive Green with the spiritual uniform meaning God and Country in peace as those others meant God and Country in war.



## *The What and the Why of the Forty and Eight*

UNTIL a Legionnaire stands blindfolded upon the threshold of La Société des Quarante Hommes et Huit Chevaux he does not know the lowest form of animal life. Perhaps he has considered the amœba the most lowly living thing—a pin-point of protoplasm, invisible to the naked eye. If he never heard of the amœba, he might testify that for looks and actions, supplementing its lack of size, the cootie deserves to be ranked as the lowest-down thing that lives and breathes.

But trembling upon the verge of the Forty and Eight's mysteries, no Legionnaire is in doubt about the lowest living thing in this world. He is it, himself. As a Prisonnier de Guerre—poor goof, more commonly speaking—he has lost all the attributes of a human being and has joined the rear-rank insects. With a hoodwink over his eyes, with the rumbling of flat-

wheeled boxcars in his ears, surrounded by chapeaued savages who have been devising terrors and torture for him, he longs for the agility and invisibility of the cootie. He is just plain fodder for the wrecking crew, and every second the realization of the hard ride ahead of him grows keener. He is starting on a voyage to arrive at the destination of voyageur militaire, entitled to wear the underslung 40 and 8 tab with his American Legion button, and the only solace he has is that his captors, the members of the voiture who are initiating him, have all of them traveled over the same rough road.

From the moment the rash candidate for the Forty and Eight enters upon the scene of his initiation he is aware that he is in a world of fantasy, a nightmare compounded of the most harrowing experiences of the boxcar days of the A. E. F. He quickly recognizes

among his captors the Chef de Gare, the skipper of the voiture into which he is being initiated. He is goaded and prodded about by other resoundingly-titled railroad officials—the Chef de Train, the Conducteur, the Garde de la Porte and the Garde de Prisonnier, among them. The wrecking crew, made up of the hardest boiled voyageurs, is determined that he shall be properly chastened and humbled before he shall be permitted to put on the chapeau of the Forty and Eight.

So far one may go in appraising the initiation of the Forty and Eight, but no further. For the Forty and Eight cherishes a strict secrecy about its fundamental precepts and what transpires in its meetings. But that secrecy may be pierced by any Legionnaire who has rendered outstanding service for the advancement of the Legion's policies and principles, and in its truest expression the Forty and Eight is not



Marietta (Ohio) Voiture of the Forty and Eight faithfully reproduced everything but the flat wheels when it built this French boxcar for an Armistice Day parade. Ten men did the job in two evenings at a cost of \$20 for lumber. The boxcar is built in five pieces—two sides, two ends and a roof—and is mounted on a Ford chassis

an exclusive organization. It was not founded as such, nor intended to be such. It is open to all Legionnaires, regardless of creed or political affiliations, and its tests for membership qualification, as conceived by its founders, are only those of general worthiness and accomplishment as judged by true Legion standards. Nor is it a society for overseas service men alone, for within its ranks are many who never set foot aboard a transport or listened to the clanking of the flat-wheeled boxcars on French rails.

The initiations of the Forty and Eight are justly famous. Perhaps, because of that fact, they have threatened to overshadow the more substantial significance of La Société des 40 Hommes et 8 Chevaux as a Legion institution. For the Forty and Eight is more than a shadowy organization characterized by a lot of horse play. From its inception it has been not only a playground for the Legion but also one of its most important adjuncts in carrying out the Legion's purposes. The Forty-Eight has been defined as the playground and honor society of The American Legion. It corresponds in many ways to the Mystic Shrine in the Masonic Order, eligibility to which depends upon valued service to the fraternity.

The Forty and Eight is designed to assemble in one compact body those Legion-

naires who have rendered outstanding service in carrying out the principles to which the Legion is dedicated. National Commander Drain of the Legion has referred to the Forty and Eight as the "shock troops of The American Legion." When he used that phrase he probably was thinking of what the Forty and Eight had done in its earliest work to insure the care of the orphans of veterans and particularly of its latest accomplishments in assisting in the raising of The American Legion Endowment Fund. These two great activities may be cited here, at the beginning of this article, to counteract the impression in some quarters that the Forty and Eight is an organization devoted solely to horse play.

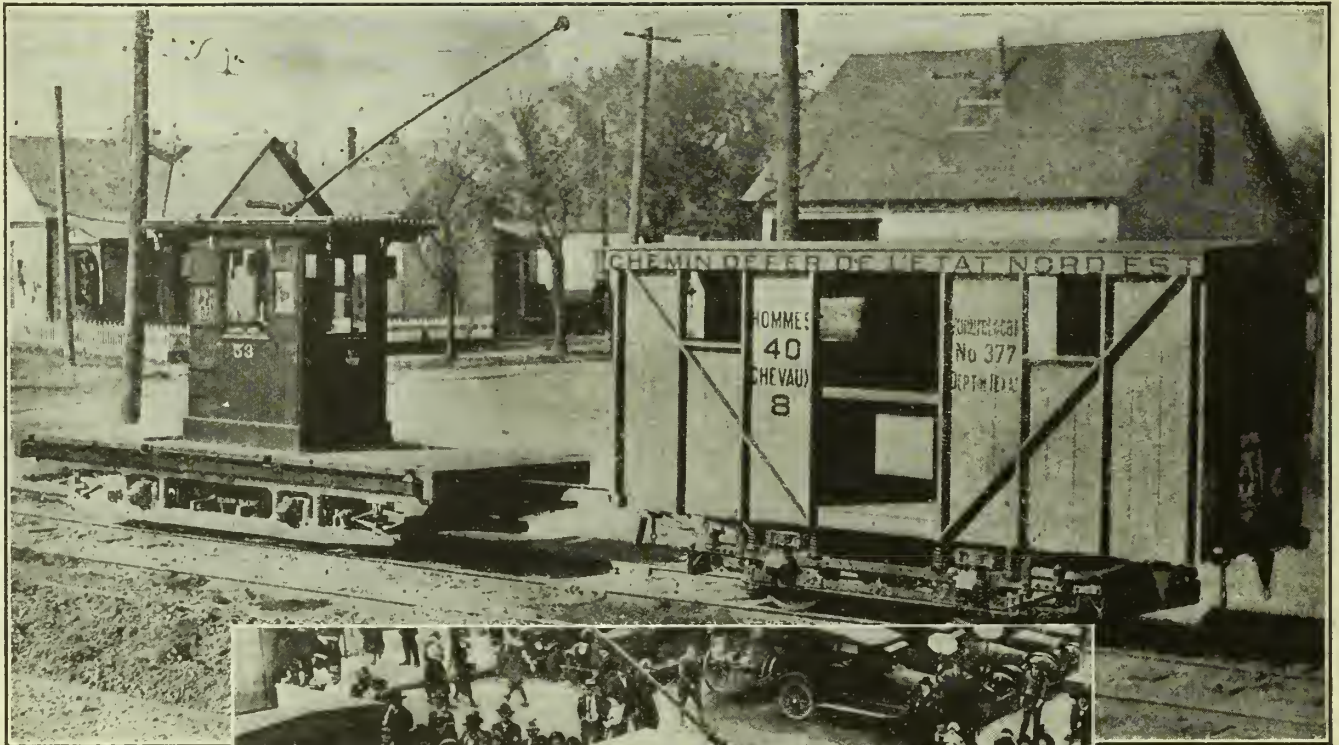
Fundamentally, of course, the Forty and Eight is the Legion's playground. It was formed back in the days before the Second National Convention of The

American Legion at Cleveland in 1920 to provide relaxation for the hard workers within the Legion's ranks. Its social activities have always been most evident, largely for the reason that the serious work it has done has found expression chiefly in recognizable Legion channels and has not always been identified. It has made itself a binding force in Legion social activities, and its promenades have been the means of strengthening bonds of comradeship and understanding among members of different posts of the Legion in the same community. This is particularly true in many cities having large numbers of posts. In these cities the Forty and Eight has brought together into one working unit the most active members of all posts. The same purpose has been accomplished by voitures of the Forty and Eight composed of members of posts in a single county.

The fundamentally humorous idea behind the Forty and Eight made its growth rapid. The boxcar emblem of the society, worn on the blue chapeau of the voyageur, recalls personal experiences to thousands of former A. E. F. men and inspires speculations among those who didn't get across during the World War. This boxcar emblem and the stereotyped significance it has come to have in the Legion have helped the Forty and Eight, just as an exceptionally good trade-



The same old messkits and the same old slum helped make notable a promenade of Chicago Voiture 220 at which national officers of the Forty and Eight were guests. George Dobson, Chef de Chemin de Fer, is at the extreme right



The traction company of Forth Worth, Texas, built the boxcar shown in the above photographs for Fort Worth Voiture. The lower photograph shows the Voiture's wrecking crew manning the electric car that is speeding a boxcar load of poor goofs to an initiation

mark helps anyone trying to sell automobiles or soap. Since the Forty and Eight got under way, reproductions of French boxcars have been made by the hundreds by voyageurs. They have ranged in size from converted standard boxcars of American railways to the smaller replicas mounted on automobile chassis. They have been attention-attracting features of almost every big Legion parade. And, of course, no Forty and Eight initiation has ever gone off right without some sort of boxcar to give the prisoners a good jolting.

In little more than four years the Forty and Eight has attained a national membership of more than 30,000. Today it has more than 830 Voitures Locales and has Grandes Voitures in all but three States, as well as in Alaska, Canada, France, Hawaii and Panama.

Joseph W. Breen of Philadelphia is the founder of the Forty and Eight. He conceived the original idea and devised the symbolic background for the society in the year preceding the Cleveland National Convention. The original band of Forty and Eighters which he organized quickly made itself an unusually active force in Philadelphia Legion affairs. The fame of the Philadelphia play society and its funny looking boxcars began to spread. At the Pennsylvania Department convention held at Allentown, the Philadelphia Forty and Eighters conducted a big initiation and thus provided for the rapid growth of the society in the State.

The appearance of the Forty and Eight at the Cleveland National Convention was a triumph. Heralded by its successes in its own State, with the enthusiasm generated at Allentown still animating it, the society was transported bodily to Cleveland in boxcars. The National Convention indorsed it and laid the foundations for its subsequent expansion. Legionnaires of many States, initiated into the Forty and Eight at Cleveland, returned home and led in establishing new voitures.

When the Legion's next annual convention was held at Kansas City, 143 Voitures Locales had been organized, and they were scattered among thirty-one States. Since the Kansas City convention of 1921 the growth of the society has been rapid and steady.

Pennsylvania has continued to hold the lead it took as the founding State of the Forty and Eight. Today it has 2,920 voyageurs. The other departments having more than 1,000 voyageurs are: Illinois, 2,405; Ohio, 2,318; California, 1,953; New York, 1,837; Minnesota, 1,247; Iowa, 1,243,

and Massachusetts, 1,151.

Every effort has been made to preserve the significance of the Forty and Eight as an honor society. The conventions of the society have always been guided by the theory that the Forty and Eight preserves its usefulness by the fact that membership in it is a proof of more than ordinary service rendered to the Legion. It has recognized that the society might increase its membership much more swiftly if it should abandon the qualification tests and enroll everyone who was willing to pay the initiation fee. But the society never has intended that its membership should be restricted simply to gain an exclusiveness in point of numbers. There is no limit placed upon the number of qualified Legionnaires who may be enrolled.

Le Quartier General, the national headquarters of the Forty and Eight, has frankly recognized a danger that in certain sections the organization might become identified as a factional group, and this tendency, wherever it has been manifested, has been opposed. At the same time it has been recognized that any attempt at regulation to prevent the local units from departing from the traditions of the main body must not interfere unduly with the self-government which is inherent in Legion departments and posts.

Last year a bulletin circulated by Le Quartier General stated: "There is a slight danger in some few cases of men becoming so active and interested in La

Société that they forgot their Legion affiliations. This must be discouraged, and we must never lose sight of the fact that our prime object is to boost and actively co-operate with The American Legion in all its activities. We are Legionnaires first, and Voyageurs second."

And in this same bulletin the statement was made: "Far from regarding La Société as a tight-bound, snobbish clique, the average Legionnaire at this time regards it as the Blue Lodge Mason regards the Shrine of his order—a degree of honor which the lowliest member may gain by the effort of striving, a class of his mates set apart solely for their good work beckoning him to join their honored ranks."

So widely accepted is the honorary character of the Forty and Eight that any list of those who have attained highest places in national Legion affairs is bound to include a majority who are Voyageurs as well as Legionnaires. National Commander James A. Drain is a member of Voiture 174 of Washington, D. C. Past National Commanders Milton J. Foreman, Henry D. Lindsley, Franklin D'Olier, John G. Emery, Hanford MacNider, Alvin Owsley and John R. Quinn are also

members. Frederic W. Galbraith, Jr., was a member of La Société when he met death in an accident while National Commander. Charles G. Dawes, Vice-President of the United States, is a member of Voiture 220 of Chicago, Illinois, and he also has more than a casual interest in the affairs of Voiture 389 at Marietta, Ohio, his native town. Included in the roll-call of the society also are governors, members of Con-

gress, mayors of important cities and many other Legionnaires prominent in public life. That the Forty and Eight may serve as the spearhead of the Legion has been demonstrated repeatedly during the national campaign to raise the \$5,000,000 American Legion Endowment Fund. In towns and cities throughout the country the Voitures Locales met and pledged their support to local campaigns during preliminary work of getting the drives under way in their communities. Many voitures subscribed large sums to head the lists of contributions for their communities. In getting behind the campaign for The American Legion Endowment Fund, the Forty and Eight continued one of its own greatest works begun at the New Orleans National Convention in 1922. At this convention the delegates of the Forty and Eight, recognizing that the care and education of the orphans of World War service men would most certainly become one of the Legion's major problems, voted to create a Children's Welfare Fund to be supported by an annual assessment of fifty cents levied against every member of the society. This foresight  
(Continued on page 17)



There are boxcars and boxcars, and this one with the beautiful zig-zag decorations carried the voyageurs of Silver Spring (Maryland) Voiture to their department convention at Havre de Grace



Charles G. Dawes, Vice President of the United States, climbs aboard Voiture 220 of Chicago. Chef de Gare Gordon Francis is shown beside Mr. Dawes administering the oath. Chef de Chemin de Fer George Dobson is shown at the left. This photograph is notable for the fact that Mr. Dawes is not wearing his underslung pipe

# EDITORIAL

*FOR God and country, we associate ourselves together for the following purposes: To uphold and defend the Constitution of the United States of America; to maintain law and order; to foster and perpetuate a one hundred percent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, state and nation; to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness.—Preamble to Constitution of The American Legion.*

## When Good Fellows Get Together

FOR some rare persons life is just one continuous Fourth of July oration or a drama in which impossibly noble characters stalk the stage uttering resounding platitudes while they neither smile nor laugh. For such persons, obsessed by the seriousness of life, every single human undertaking is enshrouded in tenseness, a striving to the breaking point. They frown on levity, lamenting that time is all too short for doing the "things worth while".

The man who is wholly serious and is never anything else, whose sense of humor atrophied in his kindergarten days or vanished when his digestion started going wrong, is entitled to compassion and charity. He is suffering, although he may not know it. He is to be pitied because he does not realize the good things in life he is missing.

Fortunately, most of us can be by turns both serious and playful. By a saving grace, when things seem most gloomy and hopeless, we can forget our troubles and the burdens which seem intolerable by going AWOL into the realm of humor.

Most certainly, humor helped the A. E. F. carry on. It made men forget the inconveniences of dugout and boxcar, the scarcity of food or its badness. In the mind's playground the soldier could find freedom from the hundred and one thoughts which harass men close to death. So he went singing and joking to France and over the creaking rails and the muddy roads to the trenches.

Yes, soldier and sailor alike took their fun as they found it in the World War, and it sweetened a life that might have been much more bitter. So is it any wonder that The American Legion, with a thousand and one serious things on its hands, should find time now and then to throw away care and go in for fun and comedy? Is it any wonder that La Société des 40 Hommes et 8 Chevaux makes so strong an appeal to the hard workers within the Legion?

With 30,000 members enrolled in almost 900 voitures, the Forty and Eight is today a mighty influence in every Legion activity. Its work this year in increasing the Legion's membership and in helping along the campaign for the \$5,000,000 American Legion Endowment Fund proves that it is not exclusively a slap-stick outfit. Yet it does not claim exceptional credit for the part it plays in helping the Legion—are not all its members Legionnaires and is not primary duty plain?

George Dobson, Chef de Chemin de Fer of the Forty and Eight, has expressed the hope that every Legionnaire will look forward to the day when he shall enter the ranks of the boxcar society—not as the perfunctory acceptance of a matter-of-course honor but as an event attesting his unusual worthiness as a Legionnaire and promising a continued career of usefulness within the Legion. Mr. Dobson has pointed to the society's capacity for welding together the units of the Legion.

"Roads and canals welded a nation from thirteen scattered States," Mr. Dobson has said. "The trail of the pony express and the covered wagon built the West. The railroad made one nation of us all, East and West. By travel do we know one another. And by the knowledge travel gives alone can the Legion be welded into one great brotherhood of real Americans.

"Travel is the objective of the Voiture; travel from post to post; travel from county to county, from district to dis-

trict, from State to State, and finally from every State to the National Convention of The American Legion. A Legionnaire may travel many routes to Omaha. But he will find none as enjoyable as the boxcar route. Only active working Legionnaires may travel with the Forty and Eight, but they prefer the boxcar to the finest Pullman."

As Mr. Dobson indicates, Omaha promises to become a great division point on the Forty and Eight main line. Fifty years ago when a golden spike was driven into a rail at Promontory, Utah, Omaha became the gateway between the East and the West. A couple of weeks hence the Forty and Eight will be privileged to drive at Omaha another golden spike, a symbolical one of good fellowship, uniting the Forty and Eight's rich past with a glorious future. The semaphore shows a clear track, the light is white, and Omaha is just ahead.

## Unto This Last

THE death of Lieutenant Commander Zachary Lansdowne, U. S. N., who was killed with thirteen other naval airmen when the *Shenandoah* crashed to earth in an Ohio storm, once more calls attention to the fact that many of the men who rendered conspicuous service to their country during the World War are still in uniform risking their lives in service calling for the most sublime self-sacrifice. Lieutenant Commander Lansdowne, a member of Greenville (Ohio) Post of The American Legion, had given to his country full measure of service in the World War. Had he chosen to do so, he might have followed the comparatively comfortable and not unusually hazardous life of a naval officer at sea or on shore duty. Or, making a choice not without precedent, he might have left the service to find rewards of wealth and enlarged opportunities in the business world. In this period of boundless prosperity, private corporations are keen to enlist men having the background of a Naval Academy training and demonstrated executive ability of a high order.

Fear that this country is degenerating under the influence of unparalleled wealth and luxury is groundless so long as men with the spirit of Lieutenant Commander Lansdowne give to the public service all that they have. And Lieutenant Commander Lansdowne's spirit is not rare—in the Army and Navy and postoffice air services today there are scores of men entitled by their deeds to the extraordinary recognition and gratitude of the American people.

The lack of progress in aeronautics in this country is, however, somewhat disconcerting. Does it indicate that a feet-on-the-ground habit of national thought is developing as wealth increases? The unwillingness of private wealth to take the financial risks which must be taken if flying is to become commercially practicable is, perhaps, a sign of the times. Such recent progress as has been made in American aeronautics has been made through the initiative of the Federal Government and the heroism of the men of the Army and Navy and postoffice air services.

If private initiative is to remain backward in promoting the growth of aeronautics which will keep the United States abreast of European flying progress, Congress must go the limit in giving to the brave men of the flying services the support they deserve.

❖ ❖ ❖

The unreached height of gallantry—a motorist backing out of a parking space to let a woman driver in.

❖ ❖

The belle who marries the local butcher may not acquire much social prestige but she certainly gets first pick of the livers.

❖ ❖ ❖

Those paper holders on the legs of a roast spring chicken lead to the hunch that the balloon-trousers idea has been carried to extremes.



# A PERSONAL PAGE

## by Frederick Palmer

There was that day when I rode in a French horse car for the first time. It was a great day, a new experience.

### All Hail 40 and 8's!

I was a correspondent then. There was no talk of America entering the war. During the Battle of Dixmude in '14 I climbed on board a train carrying baggy trousers Turcos to the front. From the way that we were crowded I think I made the 71st man in the car.

But the supremely vivid 40 and 8 picture to me was in the darkest hour of the German drive of March, '18. Was the war to be lost after all? I was feeling pretty blue inside when I saw passing the railroad station where I was standing a long train packed with American infantry. No, the war will be won, I thought. And it was won. No wonder the French countryside cheered and every Allied soldier took heart at the sight of our 40 and 8's! It was they who won the war.

Look at the calendar and then find out how long it takes mail from your address to reach Indianapolis! You may still have time to answer the question, "What did you get out of your service in the war?" and have it in before the close of the Prize Contest

### The Last Call

which is positively with the last trip of the postman to the office of the Legion Weekly on September 20th.

Newspapermen do their best work under pressure of the copy desk's hurry call. Perhaps the best contribution to this Contest will have the inspiration of a last minute urge. Action, now—the training camp period is past! It is the zero hour. Write your two hundred words tonight, if you have not already done so, and drop them in the letter box addressed to Prize Contest, Personal Page, The American Legion Weekly, Indianapolis, Indiana.

There is another prize contest which is the concern of every Legionnaire, that conducted by Watson B. Miller, Chairman of the Legion's Rehabilitation Committee, for the best posters drawn by disabled trainees. These are to be put up in every Post Office in the

### Put Up the Posters

United States. They will show the way to every veteran who needs help, and is entitled to it under the law, how to get it. Those who do not know how to apply may be the most deserving. Every deserving one should be found. Let's disprove the proverbial "ingratitude of republics."

In his will Victor Lawson stuck to the Lawson way. Lawson owned the Chicago *Daily News*. He was one of the greatest of America's proprietary

### Not Pensioners But Partners

journalists. And he was strictly a journalist. He did not try to do two or three things at once, but one thing all the time. He had no political or social ambitions; no object except to give the news. His personality buried in his paper, his name was hardly known to many of his countrymen. He had accumulated a vast fortune. He had no direct heirs.

Among his many bequests he included outright gifts of money to his former partner in founding the *Daily News* and to his hard working editors. These men had helped build his fortune and give him the power which he so

staunchly wielded. They had worked at his side as loyally and earnestly as if the property were their own. The Lawson way seems to me a good way. Other heads of great properties might well follow it.

There is enough politics going on in New York City to run a national campaign. New York has only one rival in size, London. Its government should be an example to all American cities and to those of the world. To be proud of the way New York is run is to be proud of our biggest municipal family.

### New York Seeks the Man

Its population is double that of the American colonies at the time of the Revolution. Our first Constitutional Congress had among its members such men as Washington, Jefferson, Adams, Hamilton, Madison and Monroe. With double the number to choose from New York ought to have one man of the calibre of one of these for its Mayor. Is there one? No Republican will admit that any Democrat is one; no Democrat that any Republican is. Whoever is chosen Mayor he may be sure that he will not be too big for his job.

With the President in favor, it looks as if something would be done by the next Congress to help aviation. Europe affords subsidies. The richest country in the world should be able to afford them now that Europe has begun the payment of war debts to us.

### Our Place in the Air

Just as surely as good roads came at the automobile's call so should we have landing fields for planes at important points and lights to guide night flying along main routes. It is time that we took our part in the future of aviation. As the speediest of nations we should be leading and not trailing other nations.

We heard a lot about "Ma" Ferguson when she was running for Governor of Texas and after she was elected.

### Is "Ma" Making Good?

That is the way of news. We get many reports about anticipation but hear little about realization after the first excitement is over. Being Governor of Texas is the biggest political executive job that any woman has held. What kind of an administration is Governor Ferguson giving Texas? She has been in office long enough for us to form a judgment. I am eager for information. Let us hear from Texas on the subject.

From Australia and New Zealand we have the explanation of where all the fur our women wear comes from.

### The Reign of the Rabbits

It is said that a pair of rabbits will be the progenitors of five million offspring in ten years, in Australasia. There rabbits have long been a pest fought as strenuously as our South fights the boll weevil. Now bounties for rabbit killing have become unnecessary, I am told. Many farmers out in "Anzac" land, including veterans who were in France and at Gallipoli, are making twenty-five dollars a day shipping rabbit skins to America to be doctored and dyed so they may be called anything but rabbit skins. They keep our women warm in winter and are so fashionable they keep them cool in summer.



Ancestor of the flapper's knickers was this costume of the fair bicyclist of the late nineties, shown at the left. The gay stockings and bloomers bespoke a new day for women. The wheelman at the right took a tip from milady's sensible headgear—or was it vice versa?

## It Wasn't Always Boxcars

By FAIRFAX  
DOWNEY



**S**PEAKING of the late warfare on French soil—and from time to time we get around to doing that very thing—few if any can boast thus:

"At that battle I had two bicycles shot out from under me."

That is not because we didn't have any bicycles or because we haven't any boasts. Twenty-nine thousand bikes were used in the American Expeditionary Forces. As for the boasts used by the riders since, complete figures are not available, but it can be said that production is increasing at a satisfactory rate. Perhaps the dearth of embattled cyclists is due to the fact that bicycles have a way of getting out from under without being shot out, and skeptical audiences might be all too ready to believe that the unhorsing from steel steeds took place in the less gallant manner.

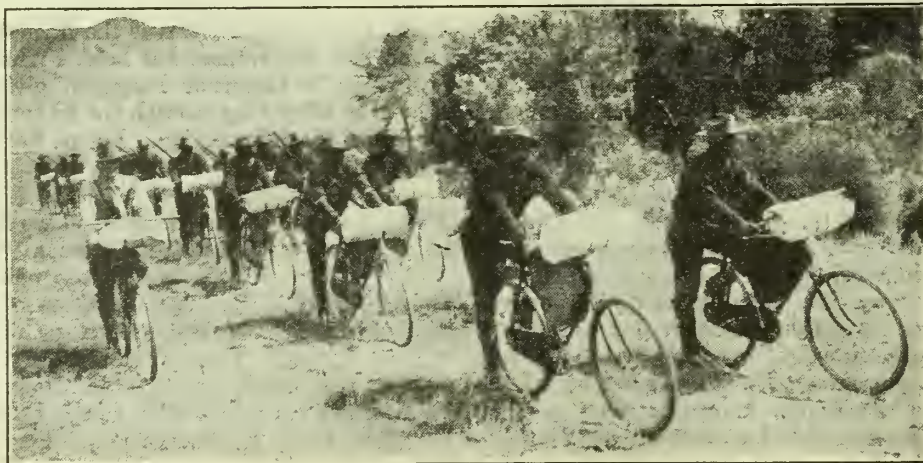
Anyhow, the bicycles were there and in action and so they will be a gain should

need arise. According to present tables of organization of the United States Army, tables which are based of course on the experience of active campaigning, bicycles will be a larger issue than before. They are now part of the war strength equipment of arms of the service which never expected to see such a thing in their ranks. They are to save the feet and expedite the progress of no less than 190 good men and true in each Infantry division. A recent order sprinkled them through Field Artillery outfits down to and in-

cluding that fast-moving unit, the service battery. And they are even allotted to Cavalry divisions, where they always have been given, as it were, the horse laugh.

And this is the bicycle, that novelty of the '90's, the vehicle of their sociability and pleasure, gateway to the great out-of-doors and instrument of one of the earlier assertions of women's rights. If war failed to shelve it, you may be sure there's life in the old wheel yet. In its military employment the bicycle fulfilled one of its earliest

missions. Erstwhile little boys who had been sent on errands on their bikes drew the same assignment as couriers in the A. E. F., only they snapped to it more quickly when colonels rather than mothers sent them. Often the enemy's fire reduced communication to that last link of liaison, the runner, who in a country of good roads could make much better time cycling than on foot. Similarly bicy-



Bicycle Corps of the 25th Infantry, a colored outfit with white officers, during a hike it made in the Rocky Mountains in 1897. The corps got so it could average forty miles a day in heavy marching order. It didn't exist long, however, poor roads and the large available supply of horses being important factors in its demise



Some of the accessories market's exhibits in the days when they held bicycle shows. Here's the split tire of solid rubber, useful for riding on a street sown with tacks or broken glass

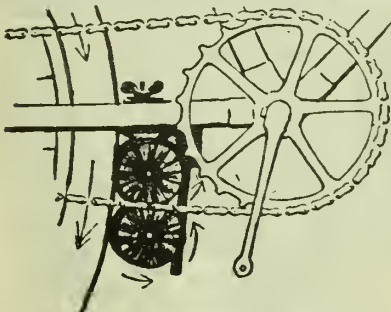
cles were valuable in expediting the highly important intelligence service. They became strongly favored for the use of medical troops. And they were found to fill a need in the equipment of machine-gun companies.

It is not the intention of this article to rob the motorcycle of any of its credit. But the part that that considerably speedier vehicle plays in modern warfare appears far less surprising. It seemed less of an anachronism to see them whizz snorting by, both the single and the side-car variety—to catch a fleeting glimpse of some poor, pale officer clutching the rim of the bathtub effect in a desperate attempt to stay with it—to sight the flash of the grin on the face of the courier-driver, aware that he had an expendable adjutant at his mercy. The motorcycle, however, must needs yield advantage to the bicycle in bulk and cost. A breakdown on the former is likely to be more violent and complete, and ever and anon the motorcycle must have its drink of gasoline. Thus the bicycle has opportunity to play its more modest part.

The bicycle equipment of a war strength Infantry division today is apportioned thus: Special troops, 18; two Infantry brigades, 112; one Artillery brigade, 20; one combat Engineer regiment, 25. Assignment to the Field Artillery denotes the expectation that a cycle can keep pace with horses in draft, but it can only trail the horse ridden free, as evidenced by the allotment of only one bicycle to an entire Cavalry division, the mechanical steed to be ridden by a Medical Corps man.

In the memory of the average veteran the bicycles he saw in service in France will not stand out prominently. But there were those who found them decidedly preferable to walking on occasion and there were many who were glad to mount up on them and roll around in Aix-les-Bains and other leave areas. An inconspicuous object, the bike, but sometimes just as welcome as horseflesh would have been to King Richard III.

Probably none who saw them pedalling swiftly down the white roads will have forgotten the crack British and French cycle corps organizations. In the British Army 100,000 wheels were in use and in the French and



The chain cleaner attachment. Nobody knows why a chain needed one, but there it was

Belgian 150,000. Apropos is the story told to the writer by a British officer. A British cycle outfit had pumped up at a critical moment, dismantled, stacked wheels—or whatever you do to them—and gone into action alongside of a hard pressed body of Portuguese troops. About that time the Portuguese decided it would be best to go away from there. They fell back and ran smack into the stacked wheels of the Britishers. It seemed like Providence (who seldom came through in a pinch as well as all that), so the Portuguese, finding a retreat on foot too slow, mounted the British bicycles and whirled strategically away. What the cycle corps said when they came back for their wheels and realized the fix they were in is one of those little no-it-can't-be-told gems of the war.

The American Army had no cycle corps in the World War. It will be news to many that we ever did have one. But we did have one once and it was a mighty hardy outfit.



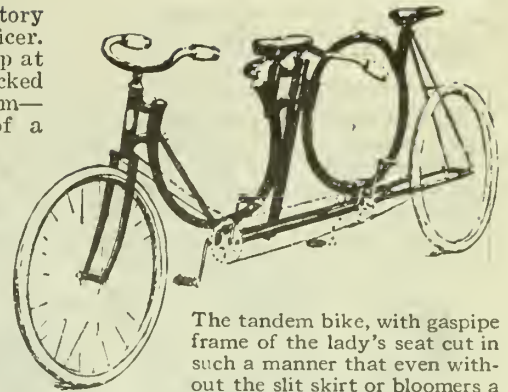
The ram's horn handle bars. Possession of a set of these marked the bicyclist as a sportsman, no less

While the National Guard of Connecticut is credited with being the first United States military organization to experiment with the bicycle, it remained for the Regular Army, encouraged by the late General Nelson A. Miles, to be foremost in its employment under severe field service conditions.

In that heyday of the bicycle, the year 1897, there was organized at Fort Missoula, Montana, the 25th Infantry Bicycle Corps. The 25th was a colored outfit with white officers. In command of the cycle corps was Lieutenant (now Colonel) James A. Moss, widely known as the author of Moss's Manual and other military text books. His talent made him a fit chronicler of the activities of his command—activities which were to resolve themselves into a veritable peace-time anabasis, a series of hikes through the Rocky Mountains.

Now this Bicycle Corps of the 25th Infantry was not the sizable organization it sounds. With customary army conservatism, the strength of this new departure was restricted to one lieutenant, one sergeant, one corporal, one musician and five privates, one of them a good mechanic. They all presumably qualified as being able to ride wheels. Before very long, they could do a good deal more than that. They could drill, scale fences, ford streams and hike—or bike—forty miles a day in heavy marching order.

The Corps could clear a nine-foot fence in twenty seconds. The command was, "Jump fence," and they did it—of course "by the numbers". A front-rank man would rest his wheel against the fence and pull himself over. Thereupon his file would pass over both wheels and follow himself. On the other side, the Corps would smartly assume the position of "Stand to bicycle". To ford a stream not deep



The tandem bike, with gaspipe frame of the lady's seat cut in such a manner that even without the slit skirt or bloomers a wheelwoman could help do her share in propelling the thing without difficulty

and swift, they dismounted and rolled their wheels through, but if it was a more formidable proposition, two men slung a wheel on a stick resting on their shoulders and carried it over. Their packs consisted of a knapsack with blanket roll and shelter half strapped to the handlebars. A haversack was carried forward underneath the horizontal bar. Under the seat was a cup, in a cloth sack to keep off the dust. The rifle was strapped horizontally on the left side of the wheel. Slung on the rider himself was the canteen and thirty rounds of ammunition, it having been found that it was prudent to burden the soldier's person with little, in case of a fall.

The Corps made its first real hike to Lake Macdonald. Starting at 6:20, they had clicked off thirty-three miles by 12:30 without much untoward happening except for two men falling in a stream. By 7:30 that night they had put fifty-one miles behind them. The next day it rained and was very muddy, but they made thirty-one miles. All in all, they made 126 miles in twenty-four hours of actual travel and that under adverse conditions. Nor was the Corps without local notice and appreciation, for the inhabitants turned out and stared as they rolled by, and horses and cows ran after them.

The Corps next put on a hike to Yellowstone Park during the early part of which one casualty was suffered. One private got cramps from eating wild fruit. He had to fall out and take a train but he rejoined later. A hot sun and steep hills which necessitated pushing the wheels were encountered, and down-grades where it was hard to hold back also provided difficulties. At last the command halted on the Continental Divide, where half the squad took position on one side and half on the other. You can tell their

(Continued on page 20)

# Get Aboard

## By Wallgren

DON'TCHA HAVE TO BE A OVERSEAS VET? - WOT RODE IN A 40 N' 8 BOX-CAR? - AND SPEAK FRENSH? - TO JOIN UP?

CERTAINLY NOT, BUDDY - ALL YOU HAVE TO BE IS A ONE HUNDRED PER CENT ACTIVE LEGIONNAIRE! - SIGN HERE!!

BY THEIR CHAPEAUS YE SHALL KNOW THEM

YOU CAN JUST TELL HE'S SERIOUS

A FALLACY THAT SHOULD BE CORRECTED TOOT DE SWEET

- AND HE'S NOT

- AND HE'S A GOB

MONSIEUR CHEF DE GARE, I - ER - UH - I - ER - UH - UH -

WELL!!?

SHUT UP! WE AINT GONA HOTT YOUSE!!

NAW!! NOT VERY MUCH!!

TH' LAST P.G. GOT OUTA THE HOSPITAL IN SIX MONTHS!!

WE'RE GENTLE!!

OH, SIRRS, SPARE ME - HAVE MERCY!!

PATHETIC FIGURE OF A MEMBER OF THE WRECKING CREW WHO HAS FORGOTTEN HIS LINES OF THE RITUAL

THIS IS THE CORRECT WAY TO WEAR IT!!

5 3/8

0 9/8

NO FINES FOR ME!

HE ALWAYS CARRIES HIS AROUND IN HIS ROCKET SO'S HE WONT FORGET IT.

HOW THE WRECKING CREW SEEMS TO THE P.G. (POOR GOOF)

A LA "TRICKY"

THEY HAVE SUPPLY SERGEANTS TOO

GOSH! WHAT DO YOU KNOW ABOUT THAT, BIG BOY? I FORGOT ME CHAPEAU AGAIN!!

FINE!! THAT'LL COST YOU TWO BITS, BUDDY - C'MON, KICK IN!!

GARDE DE LA ROUTE

CHAPEAUS MUST BE WORN -

WOT FUR AM I FINED DEE SOUS? WOT DID I DO NOW?

BECAZ YOU SED "EYE" WHEN YOU SHOULD'A SED "WEE" - YOU KNOW TH' RULES!!

RULES IS RULES

ALL RIGHT!! LET'S HAVE IT - THE SECRET SIGN AND PASS WORD!!

GOSH!! I FORGET IT - BUT I CAN GIVE YOU TH' GRIP!!

40-8 PROMENADE CEST SOIR

TRY AND BREAK IN WITHOUT IT

S'MATTER? DID HE GIT HURT IN TH' WRECK?

NO - HE JUST GOT TRAMPLED IN THE RUSH TRYING TO GET A FRONT ROW SEAT FOR THE SHOW!!

SAP!!

WHY CANT I SIT DOWN? WHY CANT I, I'D LIKE TO KNOW - WHY??

YOU FORGOT TO SALUTE THE "CHEF" WHEN YOU CAME IN - AND YOU CANT SIT DOWN UNTIL YOU DO!!

- AND REGULATIONS IS REGULATIONS.

MON DEW!! WHERE'S MY WRECKING CREW!!? THE CHEFS YELLIN' TO PUT ON THE WRECK TOOT SWEET!! OH, MON DEW!! WHERE ARE THEY!!?

I THINK THEY'RE UP IN TH' WASH. ROOM PLAYIN' BLACK JACK!!

PITY LE PAUVRE PETITE "CONDUCTEUR"

ENTERTAINMENT USUALLY FOLLOWS THE WRECK -



# The Dobson Who Didn't Go to Sea

The men of the Dobson family: John, ten years old, whose flair is for the sea, a calling which his father, who horned in on the picture on the basis of being Chef de Chemin de Fer of the Forty and Eight, gave the go-by after a long line of forbears had followed it. The elder Dobson's profession is engineering

**J**OHN DOBSON is building boats in his back yard. John is ten, which is about the age a boy begins to think seriously of the choice of a career. It is a problem. Aviator, locomotive engineer, steeple-jack or sergeant of the Royal Northwest Mounted Police—those callings have their unquestioned attractions, but after all there is nothing like the sea. There lies the appeal universal. So John Dobson builds boats and his father and mother look on with watchful eyes.

On top of the bookcase in John's home in Passaic, New Jersey, stand three lovely Chinese vases. John's great-great-grandfather brought them out from China to Yorkshire, in England, to give to the girl who became his bride. John's g. g. g. grandfather was a sailor, and so were all his other forbears right down to his father who—

Broke a family tradition hundreds of years old and became a landlubber—the first of his line since the Dobson family records were burned in a fire at Scarborough, Yorkshire, in 1265. John's father, George Dobson, is an electrical engineer and also has the electrifying job of Chef de Chemin de Fer of La Société de 40 Hommes et 8 Chevaux.

This is not to say, however, that the present head of that select Société is a stranger to the bounding main. George Dobson has sailed from half the ports of Europe, from Constantinople to Archangel, as a ship's officer. His first voyage was thirty-seven years ago. Mr. Dobson is thirty-nine years old. He was third mate of the *Iron Prince* at the age of two, because certain types of British ships are not permitted to carry passengers, so when Captain Dobson wanted to take his wife and family along he had to enroll them as members of the crew.

George sailed with his father on other voyages. When George was ten years old Captain Dobson was given a

vessel running from Brooklyn to South America and the family moved to the United States. George went to school in Brooklyn and in Passaic. He was graduated from high school there and won a scholarship at Cornell University. His father talked him out of the idea of going to sea and George used the scholarship. In the institution "far above Cayuga's waters" George made a name for himself in his studies in engineering, and he was not unknown to fame in the field of campus activities. While George was at Cornell Captain Dobson made his last voyage. On Christmas day, 1905, he sailed from Nova Scotia in the *S. S. Athos*, bound for England. The *Athos* was never seen again. Captain Dobson was one of seven brothers, all sailors and all of them lost at sea.

George got his diploma at Cornell and went to work for the Western Electric Company as a cub engineer. He learned how to inspect telephone equipment and has been doing it ever since. Not even the World War was able to get him a different job. In 1913 he married Anna B. Brown. She and her husband were born within fifty miles of each other in England, but they first met in a classroom in Passaic High School.

Dobson was commissioned a first lieutenant in the Signal Corps a few weeks after war was declared in 1917. He explains that the reason for that was because there were no second lieutenants in the Signal Corps in those days. He was with a combat outfit for a while and was about ready to sail when they called him from the ranks and showed him a nice glass-top desk in New York. Lieutenant Dobson soldiered on this polished surface until March of 1918, when he was sent to Paris as chief inspector of Signal Corps equipment. There he remained until October 31st, when he joined the First Army in the Argonne. Dobson explains that during the last eleven days of the fighting he was close enough to the war "for

purposes of reminiscence." It will be remembered that during those final days there wasn't anything like a let-up in allied operations, and the thought that there would be an armistice in a few days never entered the heads of American soldiers, if it did those of others in the allied armies. Just about the tenth of November your American soldier, who had heard rumors and counter rumors bruited about until he put down everything he heard as just so much applesauce, was wondering when he'd have the chance to march down the streets of Berlin.

"Once started," pursued Mr. Dobson, "my military luck kept right on going. When the war was over, if I remember rightly, something was said about the soldiers going home. If I am not mistaken some of the soldiers themselves even asked when they would go home. Well, I landed in Hoboken on Lincoln's birthday in 1919. I went home that night to see my wife and boy. Three days later I was discharged."

In March, 1919, The American Legion was being organized in Paris, and in Passaic the vets were forming what they called a War Service Club. This club became Quentin Roosevelt Post of the Legion and George Dobson became its commander. Dobson has been active in Legion affairs ever since. He is on his State executive committee and he has been a worker in the 40 and 8 since the birth of that fun-making outfit at Cleveland in 1921. He has been the head of the organization in New Jersey. He has been Sous Chef and Commissaire Intendant or treasurer of the national organization. Last fall at St. Paul they drafted him for Chef. He has had a strenuous year of it, what with the endowment campaign and the expanding of the Forty and Eight's sphere of usefulness and influence. Now he's ready to step down into the ranks and serve as a good Voyageur in any way he may. Dobson knows too well the precepts of the society to feel that his work for the Legion won't be very intensive in future.

He says the 40 and 8 is a great Legion asset, and he proves his point.



# "The Most Convincing Story I Ever Heard"

"The Fyr-Fyter Representative who called on me had me sold in three minutes but I let him go on for ten. That man had the most interesting story, the most powerful argument for fire protection I ever heard and the evidence he laid before me in favor of his Fyr-Fyter was a knockout. I offered him a job right then and there but couldn't name a figure big enough to interest him.

"He gave all credit to his proposition, the training and talk furnished by his company and all I can say is I hope my own men don't get wind of that Fyr-Fyter proposition or I have the job of getting a new sales force."

## It's YOUR Story—

That's the kind of talk you hear about the visits of Fyr-Fyter Representatives, and the convincing story they have to tell. And it's your story, your opportunity if you have in you a grain of ability to succeed in what others are doing so profitably.

**The Reason WHY Fyr-Fyter Representatives Make \$20 to \$60 a Day**

Look around you, see inflammable material everywhere, listen to the fire alarms and the fire engines dashing madly down the street, read the papers, get Uncle Sam's statistics of appalling fire losses of five hundred million dollars a year, and then realize what inadequate fire protection you find on every hand. That's why Fyr-Fyter men make so much money, \$20 to \$60 a day and often more.

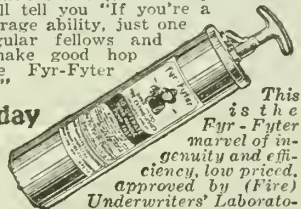
There's not a logical reason under the sun why any home, factory, garage, institution or any of the hundred other places can get out of being your customer for Fyr-Fyter after you've told the story we tell you to tell.

## Let 100 Men who are doing it Tell You

Payne averaged \$20.77 per day for 217 days and that shows you we're not talking about any one day luck. Mendenhall works half time and knocks out \$100 a week. Frank Depries made over \$500 in one week, following an 11-year city job at \$85 a month, and averaged \$150 a week. There are scores more, hundreds of sales records show how Fyr-Fyter men make good. Any 100 of them will tell you "If you're a man of average ability, just one of the regular fellows and want to make good hop on to the Fyr-Fyter proposition."

## Write Today

And we say, write today if you've got a spark of ambition, 100 good men are needed to round out our big national sales force.



This is the Fyr-Fyter marvel of ingenuity and efficiency, low priced, approved by (Fire) Underwriters Laboratories, and used by U. S. Government, Standard Oil and other big business.

## The Fyr-Fyter Co.

928 Fyr-Fyter Bldg., Dayton, Ohio

Clip This Coupon or Write a Letter

Date.....

The Fyr-Fyter Co.  
928 Fyr-Fyter Bldg., Dayton, O.

Gentlemen: Just send me particulars.

Name.....

Address.....

# How to Run Boxing Shows

By DAVID G. JONES

Adjutant, Charles A. Learned Post, Detroit, Michigan

**B**OXING shows pay. This fact stands unchallenged.

Boxing shows are often staged with distinct and distressing losses to the promoters. There's plenty of proof for this statement, too.

Some shows will "go over" by sheer force of circumstance. Some shows will fail despite the most heroic efforts to prevent a flop. Of these shows that do fail, the majority could be turned into profitable ventures with the application of some courage and common sense. In the fight promotion game there are pitfalls to be avoided. There are don'ts that must be observed. And if these don'ts are religiously heeded they will serve to turn the tide to profits instead of to the red side of the ledger.

First of all, in planning a show, never give a boxer a guarantee. Guarantees have ruined more projects than anything else. The only losses chalked up against the shows put on by Charles A. Learned Post of the Legion in four years are traceable to guarantees. A guarantee gives the fighter all of the bulge. If he has this sinecure he is all set. He doesn't have to worry about the crowd, the weather, or anything. And he can perform as he pleases. But when he is engaged on a percentage basis it is as much his concern that the show is a success as the promoter's. He'll do his best to create a favorable impression before the show starts. He'll do his best after the show starts. He can be handled. But give him a guarantee and his interest lags immediately. From that moment he becomes a tough customer for the promoters.

It's the old, old story. Why run after a street car after you've caught it? A fighter is just like the man who quits sending orchids to his sweetheart after he marries her. When he gets his guarantee, well—that's that. Get them on a percentage basis. There's only one reason for violating this rule. Do it only if they are so big that you can't get them otherwise. And remember that few of them are that big.

And, in this same connection, make the principals in your main bouts post forfeits. This is an excellent tonic for their temperaments. A forfeit gives the promoter the whip hand—which is a most admirable asset at all times. Fighters are artists, in a way. They are skittish and uncertain. But none of them will get finicky and run out when they have some of their own smackers up as a forfeit. You go to a bank to borrow some money and you have to deposit some collateral. Why? Because the banker knows the collateral makes your loan an obligation. Bankers are successful for this reason. Promoters of boxing shows can be— for the same reason.

Learned Post usually gets a forfeit of twenty-five percent of the approximate amount the fighter is to receive. Paul Berlenbach, the New York knock-out specialist, balked on a forfeit stipulation. The forfeit was insisted upon.

He posted it. Not very long ago a fighter signed to come in under a certain weight. He posted his forfeit. On the day of the show he was five pounds overweight. As a result he stayed in a steaming Turkish bath for three hours. He made the weight. Fighters won't stall if they have a forfeit up. They'll do their stuff. Get your forfeit.

Also—along this same line of thought—never pay your fighter before he goes into the ring. Hold your bulge until he has performed to your satisfaction. Once you lose your whip, he takes it. Some of them come in with all kinds of reasons. They'll plead the back alimony dodge. They'll tell of the garnishees that will be served on them. They'll do all they can to get their hands on the ducats before they produce. But there's only one thing to do. Turn your deaf ear to their entreaties. And settle with them, honorably and fairly, after the show is a matter of history.

A little story will illustrate the next don't. At a certain hall in Detroit where Learned Post held a contest the crowd obviously exceeded the 5,000 mark as the bouts started. But a check-up at the gate showed an unusual shrinkage. There was no apparent reason for this shrinkage, either. Investigation, however, proved that the ticket takers had failed to put all of the general admission tickets in the boxes. Instead, they had held out a few hundred pasteboards and slipped them back to the ticket seller, who resold them and pocketed the extra money. Then seller and takers divided the profit. Since that incident, the ticket sellers and the ticket takers have been stationed far enough apart so they have no means of communication. They are watched frequently. And there's no chance for sculduggery. Keep these operators apart—just as far as possible. Then the check-up at the close will be satisfactory.

Next comes an abrupt one. Don't use "voluntary" help. Ushers, ticket handlers, workers of any sort—hire them. Pay them regular money. Then you have them under your control. When you want anything done you can order it done. Many Legion posts have accepted "voluntary" services of post members on the theory that the acceptance represented a saving of money. It doesn't. The danger is that just the moment the show starts the "voluntary" help is apt to quit work and find choice seats near the ringside. That's why they're "volunteers." They save money—but the post does not. When they quit work the confusion begins. And often this confusion results in much displeasure on the part of paid patrons. Don't use "volunteer" assistants. Try to get experienced men at the various positions. Pay them a stipulated sum. They will work until the show is over, courteously and efficiently. And in the long run they will prove to be profitable.

Now, a word about fighters. Don't overlook the value of local boys. Primarily, in promotion, the object is to

get fighters that will draw a crowd. And few fighters will help the gate receipts like the boys from the old home town. Every local boxer has a big following. The interest of his followers is an intensely personal matter. The followers never miss a show where their someday-may-be-champ is scheduled. This fact is almost the same as a guarantee—for the promoters. Sid Barbarian, Bob Sage, "the battling barrister" who was recently defeated in a scrap for the middleweight championship by Harry Greb of Pittsburgh; Clarence Rosen, Tommy Burns, Jackie Nichols, and other local boys, have drawn bigger houses in Detroit than any other fighters. Their fights are the fights of rival factions. They fight for their adherents. And their adherents make the crowd.

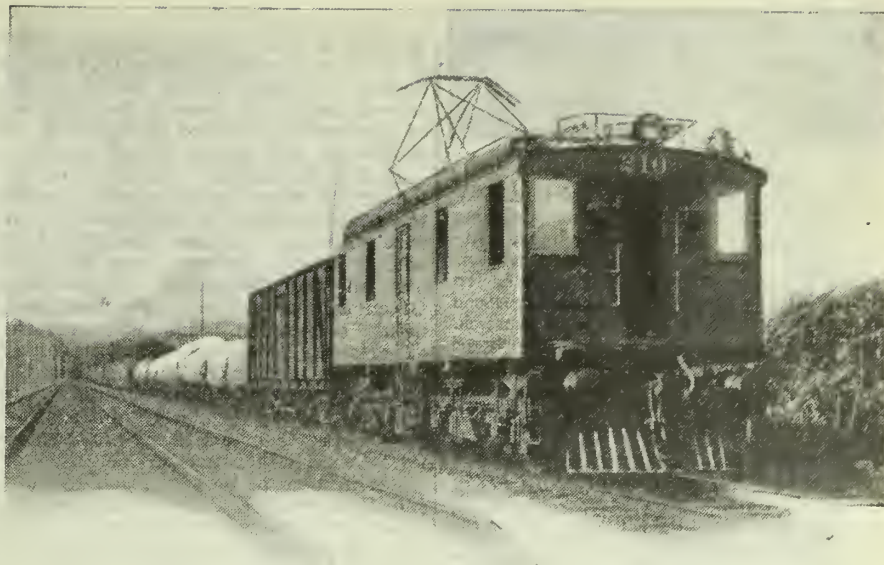
Moreover, these local fighters can be obtained for much less money than outside stars. Much of their fighting in their own home town is done for the plaudits they receive from their admirers. It's purely psychological. They'd rather battle where they are known—where their names are shouted and applauded—than among strangers. They'll accept terms under these conditions that insure the edge for the post. Put them on in main bouts. Give them the headlines all the way. And they'll show a profit in the end that could be exceeded only by stars of national magnitude, if exceeded at all.

Post promoters in large cities should also bear in mind that dyed-in-the-wool fans demand action. For this reason it is better to stage bouts between lightweights, or under, in big centers. Any class from the middleweight down guarantees snappy action, if the preliminary arrangements have been properly made. Even when an unavoidable stall is put over it's a good stall with the feathers.

In smaller communities the fans like to watch heavyweight bouts. They want to see the big boys fan the air. They want to see one husky punch end the fight. And as long as they like it, give it to them. Tommy Gibbons recently fought Charley Ash, an unknown, in Detroit. They drew a house of slightly more than \$1,000. Not more than three weeks later Gibbons was matched with another heavyweight in Grand Rapids. Gibbons knocked out his man in one round before a \$10,000 crowd.

To the less experienced fight fan a knockout is the thing greatly to be desired. Particularly does he believe he has had his money's worth if some bulky bozo kisses the canvas and hears the birdies call.

And now, to step back toward the beginning, don't try to pull a show with a committee. That is, don't have more than one voice in the matchmaking. Appoint a matchmaker at the start, and let his word be law. Give him absolute authority to decide all matters of consequence. Let him decide on the bouts that are to go on the card. Too many cooks spoil the broth. In a committee there are bound to be dissenting opinions, and one note of discord may ruin the show. It has, often. The matchmaker should be a man of good judgment who knows fighters. This is where experience counts. If he knows them he will not mismatch his participants. He will do his best to give



The Paulista Railway in Brazil started electrification with 27 miles of track, and 12 locomotives with G-E motors. So efficient did they prove that 35 more miles have been electrified, and the General Electric Company has furnished more locomotives and substation equipment.

## Everybody is saving money here

Coal is scarce and expensive in Brazil. The Paulista Railway electrified in part. It now reports that the cost of electric power is only one-fourth the cost of coal.

What an object lesson for passengers, for freight shippers and for stockholders! How much money everybody could save by using electricity more freely to reduce costs!



To lighten human labor, to shorten distance, and to save money—these are three important services of electricity. The General Electric Company makes the apparatus—big and little—by which electricity works, and places on it the monogram shown above.

# GENERAL ELECTRIC

**Wanted!**  
**Railway Postal Clerks**  
**\$1900 to \$2700 Year**



*Travel—See the Country*  
 Also City Mail Carriers, City Postoffice Clerks, \$1700-\$2100 Year.

Every Ex-Service Man Should Write Immediately  
 Steady Work. No Layoffs. Paid Vacations.  
 Common education sufficient.  
 Ex-Service Men get preference.  
 Send coupon today—SURE.

Franklin Institute, Dept. J188, Rochester, N. Y.  
 Sirs: Send me, without charge  
 (1) Sample Railway Postal Clerk Examination questions; (2) List of places of U. S. Government examinations; (3) List of many Government jobs obtainable; (4) Send information regarding preference to ex-service men.

COUPON

Name \_\_\_\_\_  
 Address \_\_\_\_\_

*Unhealthy gums denoted  
by tenderness and bleeding*



**FOR  
THE GUMS**

**BRUSH YOUR TEETH  
WITH IT**

FORMULA OF

*R. J. Forhan, D.D.S.*

NEW YORK CITY

**SPECIALIST IN  
DISEASES OF THE MOUTH**

**PREPARED FOR THE  
PRESCRIPTION OF THE  
DENTAL PROFESSION**

**Forhan's**

**FOR  
THE  
GUMS**

**UNHEALTHY** soil kills the best of wheat. Unhealthy gums kill the best of teeth. To keep the teeth sound keep the gums well. Watch for tender and bleeding gums. This is a symptom of Pyorrhea, which afflicts four out of five people over forty. Pyorrhea menaces the body as well as the teeth. Not only do the gums recede and cause the teeth to decay, loosen and fall out, but the infecting Pyorrhea germs lower the body's vitality and cause many serious ills.

To avoid Pyorrhea, visit your dentist frequently for tooth and gum inspection. And use Forhan's For the Gums.

Forhan's For the Gums will prevent Pyorrhea—or check its progress—if used in time and used consistently. Ordinary dentifrices cannot do this. Forhan's will keep the gums firm and healthy, the teeth white and clean. Start using it today. If gum-shrinkage has set in, use Forhan's according to directions, and consult a dentist immediately for special treatment.

35c and 60c tubes in U. S. and Can.

Formula of  
R. J. Forhan, D.D.S.

**FORHAN CO.**  
New York

Forhan's, Ltd.  
Montreal

patrons a real show. He can do this if he has absolute authority. But if he has to depend on the advice of others—if he has to consult the members of a committee before he makes a decision—he will have a lot of trouble.

If it is impossible to secure a matchmaker of experience, appoint an intelligent man for the place and let him talk with fight followers around town who do know. He can gauge his fighters on the judgment of outsiders. Often this proves to be the best judgment obtainable. But whatever his experience, he should act alone on all important matters. When he has this authority he can silence wrangles, and he can avoid unpleasant situations that are certain to arise if that authority is vested in a committee.

An influential post in Michigan during 1924 decided to have a show and the matchmaker was appointed to act with a committee of four other members. He picked Homer Smith, a heavyweight with a semi-local reputation, for the main bout. Two members of the committee objected to this choice and wanted to import a New York fighter. After a week of squabbling the two members won their point. The show was a flop. Another post that selected Smith at practically the same time in a not far distant city made nearly \$1,500. Pick a matchmaker. And let his word be final.

Of course, it goes without saying that the newspapers should be cultivated. Sport writers must be rated as primary considerations. It should be the duty of every matchmaker to consult with the sport writers regarding his bouts. He can do this in a way that will not interfere with his decisions. The sport writers may pick flaws. They may agree. Whatever they do, they will appreciate the fact that they have been consulted. And when they give their opinions on a match they are morally obligated to support it. If a match doesn't suit a writer he can pan it unmercifully; he can ruin it with a few—a very few—stories. On the other hand, if he boosts a show he can make it. Few shows are made without the newspapers. And the sport writers must be

considered, above all else. It's impossible to go against them. And they are fair. They'll stand for no rough stuff. But as long as a match is on the level and particularly if they are consulted and agree to it beforehand, they will boost it. Then, even if it doesn't stack up as predicted, they'll be rather easy in their criticisms. Cultivate them.

On this point, also, advertising is to be considered. The don't in this is leveled against fussy display window cards. These cards, carrying pictures of the fighters and all that, please the fighters. But there's a big question about their actual value as advertising. Newspaper advertising, however, is known to pay big dividends. In the first place, the newspaper stories of the show make the show—or break it. And the newspapers, therefore, are really entitled to whatever money is spent on advertising. The papers should be considered first, and the fighter's vanity second. Billboards are expensive. Display cards are costly. Program advertising has a limited appeal. But every fight fan reads his newspaper. He absorbs every line of comment. He reads the ads. Consequently \$500 spent on newspaper advertising will get more direct results than \$1,000 spent in other mediums.

This just about completes the list of pitfalls that a Legion post that wants to put on a boxing show should avoid. There are other don't's. Such as: Don't forget to take out rain insurance if you are giving an outdoor show, and don't talk too much about being sold out on your advance sale because many possible customers may think it of no avail to apply for coupons, and don't forget to sign every fighter to a contract. But I have given the important points. They can be regarded with profit. They represent the results of long experience—not all of it mine. They are, simmered down, just a little horse sense. Adopt these don't's. Use them courageously. They'll make boxing shows more like genuine business deals. Cold, perhaps, but profitable. Which, after all, is the why of it.



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Do you need money? National organization, Fireside Industries, has a few openings for new members. Wonderful, easy way to earn money every day right in your own home. Fascinating, pleasant work. No experience needed. We teach you everything.

### FREE Book Tells How

Beautiful FREE Book explains how to become a member of Fireside Industries, how you earn money in spare time at home decorating Art Novelties, how you get complete outfit without one penny of extra cost. Write today, enclosing 2c stamp.

**FIRESIDE INDUSTRIES, Dept. 449, Adrian, Mich.**

## OUTFIT REUNIONS

*Announcements for this department must be received three weeks in advance of the events with which they are concerned.*

**KIMBROUGH SOCIETY**—First annual reunion of this organization, composed of men of the 3d Co., 1st O. T. C. at Camp Sheridan, Ill., at University Club, Chicago, Ill., 6:30 P. M., Sept. 25. Address Jack Little, 223 West Monroe St., Chicago. Telephone Franklin 5800.

**35TH DIV.**—Annual reunion at Topeka, Kas., Sept. 25-26. Address R. L. Hockett, Secretary, 639 New England Bldg., Topeka.

**78TH DIV.**—Annual reunion at Atlantic City, N. J., Sept. 25-27. Address Anthony F. Minisi, Secretary, 312th Memorial Home, Bergen St., Newark, N. J.

**91ST DIV.**—Sixth annual reunion at Portland, Ore., Sept. 25-27. Address Andrew Koerner, Secretary, Yeon Bldg., Portland.

**102d M. G. BN.**—Reunion, Sept. 25-27 at Rutland, Vt. Address Raymond J. Cocklin, Elks Club, Rutland.

**Co. A, 139TH INF.**—Sixth annual reunion at Coffeyville, Kas., Sept. 26-27. Address Lee J. Myers, 413 West 6th St., Coffeyville.

**128TH INF.**—Reunion at Portage, Wis., Sept. 26-28. Address Col. John Turner, Wisconsin Veterans Home, Wis.

**IOWA SOCIETY, 168TH INF.**—Annual reunion at Council Bluffs, Ia., Oct. 4. Headquarters at American Legion Hall. Address O. S. Reiley, 1213 U. P. Bldg., Omaha, Neb.

**42d DIV.**—Rainbow Division veterans' reunion at Council Bluffs, Ia., Oct. 4-5. Headquarters, Grand Hotel. Address O. S. Reiley, 1213 U. P. Bldg., Omaha, Neb.

**89TH DIV.**—Reunion at Omaha, Neb., Oct. 5-7, during Legion National Convention. Address Kenneth G. Irons, 1054 Board of Trade Bldg., Kansas City, Mo.

**2d DIV.**—Reunion at Omaha, Neb., during Legion National Convention, Oct. 5-9. Information booths will have available all data on headquarters of divisional association. Address Capt. C. O. Mattfeldt, Army War College, Washington, D. C.:

**186TH AERO SQ.**—Annual reunion at Legion National Convention in Omaha, Neb., Oct. 5-9. Address Sidney S. Stocking, Omaha Printing Co., Omaha.

**EVAC. HOSP. 8.**—Fifth annual reunion at Hotel McAlpin, New York City, Oct. 10. Address Herman C. Idler, Secretary, 1500 E. Susquehanna Ave., Philadelphia, Pa.

**11TH F. A.**—First reunion Oct. 10, at Hotel Astor, Times Square, New York City. Address J. T. Carroll, 211 P. O. Bldg., Brooklyn, N. Y.

**317TH F. S. BN.**—Seventh annual reunion at Young's Hotel, Boston, Mass., Oct. 10. Address John J. Doyle, 63 First St., Medford, Mass.

**N. Y. CHAPTER, 26TH DIV.**—Veterans of Yankee Division living in New York or vicinity interested in forming a Yankee Division Post of The American Legion, address Paul Nathanson, 747 E. 131st St., Bronx, N. Y.

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TRADE MARK  
OUTFITS

America's favorite outdoor clothing. Special cloth—firm, closely woven, pliable, and rainproofed. Double at exposed parts. Garments made right for outdoor comfort, convenience, all-weather protection and long wear. Styles for all sports. Write now for catalog.

**UTICA-DUXBAK CORP.**  
55 Noyes St., Utica, N. Y.





# The What and the Why of the Forty and Eight

(Continued from page 7)

proved a later blessing to the Legion. For at a time when the campaign for raising the Legion's Endowment Fund was scarcely launched, at a time when funds were urgently needed to insure the successful operation of the Legion's first national children's billet at Otter Lake, Michigan, the Forty and Eight came forward with a check for \$25,000. This contribution provided for the operating expenses of the Legion's national child welfare program, including not only the care of the children in the national billet but also the field work of finding new homes for the orphans. It enabled the Legion to meet this obligation until the time when the annual income from the Endowment Fund should be available.

The Forty and Eight's Children's Welfare Fund is invested in government securities. After the \$25,000 contribution had been made to the Legion, the fund on July 1st contained \$12,676 and was increasing \$1,200 a month.

Striving for increase in Legion membership and for a better observance of Memorial Day are two continuous activities of the Forty and Eight. Thousands of new Legionnaires have been enrolled during the past year as the result of efforts made by voyageurs. The national organization of the Forty and Eight issues a chevron to every voyageur who obtains seven new members for the Legion, and there is no limit set to the number of chevrons a

voyageur may win. Under this plan Fritz Blumenthal, of Voiture 169, Oklahoma City, has won so many chevrons that he'd have to use both sleeves to display them. Blumenthal has enlisted for the Legion twenty-two squads of seven—a total of 154 new members gained single-handed. He was first in the contest on August 15th. Close behind him in the chevron contest is W. H. LaBoon of Voiture 765, Chickasha, Oklahoma, who has 17 chevrons for a total of 119 new members. A. B. Alcott of Voiture 440, of Drumright, Oklahoma, is third with sixteen chevrons and a membership of 112.

Oklahoma City Voiture led all voitures in the chevron contest on August 15th. Twenty-three of its voyageurs had won chevrons and the total number of Legion members they had obtained was 615. Johnstown (Pennsylvania) Voiture also had twenty-three chevron wearers, who had enrolled 415 men for the Legion. Schenectady (New York) Voiture was awarded a silk standard for having every one of its nineteen voyageurs a chevron wearer.

Other winners of the chevron included Legion Department Commanders Edwin Lindell of Minnesota, Howard P. Savage of Illinois, John E. Booth of Utah, Thomas S. McConnell of Indiana, and Samuel E. Aronowitz of New York.

In scores of towns and cities this year, voitures of the Forty and Eight



## What's a convention without Corona?

WHEN the gang convenes at Omaha, there is one member of the A. E. F. that will certainly not be A. W. O. L.

Corona has been mixed up with the Legion so long that it wouldn't be a convention without Corona to rattle off the doings of the day.

Some of the buddies will be packing the identical Coronas that pounded out many a mean order in France or Flanders. But, here and there, you will see Corona's older brother—Corona Four—the spiffy new model with standard four-row keyboard and so many exclusive features you can't count them.

Why not snap into it and get yourself one of these new Coronas before you hop the rattler for the big time?

Just go into any Corona store and say, "Give me a Corona Four" (\$60 cash—or your credit's good), or write Corona Typewriter Co., Inc., 132 Main Street, Groton, N. Y.



The Omaha City Hall, where the serious part of the Forty and Eight convention will be held—a place convenient for the voyageur who will want to spend most of his time downtown

MAJOR CORONA REPORTS FOR DUTY!



### STOP GROPING IN THE DARK



Be Yourself—Get Into Your Stride—MAKE GOOD!

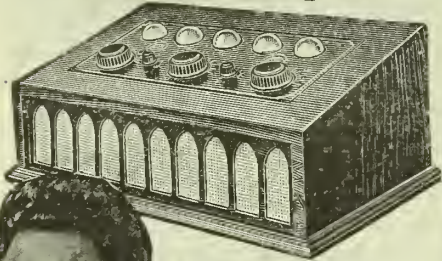
Mark with an "X" position or positions you'd like. Write your name at bottom. Cut this ad out and mail to us AT ONCE.

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| ( ) P. O. Clerk | ( ) Forest Ranger                |
| ( ) Watchman    | ( ) Steno-Typist                 |
| ( ) Typist      | ( ) U. S. Border Patrol          |
| ( ) Seamstress  | ( ) City Mail Carrier            |
| ( ) File Clerk  | ( ) Railway Mail Clerk           |
| ( ) RFD Carrier | ( ) Auditor-Bookkeeper           |
| ( ) Secretary   | ( ) Skilled Labor                |
| ( ) Gen. Clerk  | ( ) Immigrant Inspector          |
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Mr. Ozment, Dept. 110, St. Louis, Mo.  
Send me particulars about Gov't Positions open to men-women, 18 to 65, paying \$1400-\$4500 yearly; also locations, opportunities and how to qualify.

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Demonstrate once—results mean sure sales! Sell what everybody wants—radio at low prices. Coast to coast reception—4, 5 and 7-tube instruments. **12 Selling FREE! Lessons** Establish a business of your own. Start in spare time—evenings. Sales course in 12 lessons and 10 radio service lessons teach you everything.

## 3100 Men Are Now Doing It!

Success with over 3,100 men proves merit of our proposition. \$100 weekly not unusual—many Ozarka men make more in spare time!

**Free Book!** Write me personally—tell me about yourself. I'll see that my 64-page book, Ozarka plan No. 100, is sent you without cost. Please mention the name of your county. Mail the coupon!



Gentlemen: 10-25-122D

I am greatly interested in the FREE BOOK "The Ozarka Plan" whereby I can sell your radio instruments.

Name: .....

Address: ..... City: .....

County: ..... State: .....

**I Make \$25.00 per day writes D.C. Beckham**

**FREE SAMPLES**

Sell Madison "Better-Made" Shirts for Large Manufacturer Direct to wearer. No capital or experience needed. Many earn \$100.00 weekly and bonus. Write for Free Samples.

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**INVENTORS** who derive largest profits know and heed certain simple but vital facts before applying for Patents. Our book *Patent-Sense* gives these facts; sent free. Write

Lacey & Lacey, 643 F St., Wash., D. C. Estab. 1869

Numerous Legionnaire References



**After Many Years**

It will be pleasant to know that your copies of The American Legion Weekly are neat, clean and safe from destruction. The attractive binders have been specially made for this magazine, hold all the copies for one year.

Full Cloth (Red) Gold Embossed. Postpaid \$1.25 each.

**THE LEGION BOOK SERVICE**  
The American Legion Weekly  
Indianapolis, Indiana



As proof that the Forty and Eight lives up to its tradition of being first in line for any Legion undertaking, here is a photograph of voyageurs of the Canal Zone Voiture heading the parade which opened a Legion barbecue held at New Cristobal. Legionnaires from both the Atlantic and Pacific coast sides of the Canal Zone got together for the celebration. The photograph has additional interest because it shows the boundary between the Republic of Panama and the Canal Zone. The marshal of the parade, mounted and wearing a chapeau, and the spectators on the left are in the Republic, while the marchers are in the Canal Zone. The line of shadow is approximately the dividing line

led in making arrangements for the observance of Memorial Day. In doing this they were observing one of the obligations of the society which is expressed in the pledge taken by initiates: "I promise and pledge to hold Memorial Day sacred to the memory of my departed comrades, and to participate with my post in the proper observance of this veterans' day."

Le Quartier General of the Forty and Eight is located in the War Memorial Building in Indianapolis, along with the National Headquarters of The American Legion. Its national officers represent many sections of the country. George Dobson of Passaic, New Jersey, is Chef de Chemin de Fer, the society's commander-in-chief. He was elected to his office at the St. Paul National Convention after having served two years as Commissaire Intendant National—national treasurer. The only salaried officer of La Société and the only officer stationed at Le Quartier General is Correspondant National Charles W. Ardery. He has been the mainspring of the society's national headquarters for three years, and he hails from Seattle, Washington. The other national officers are: Sous Chefs de Chemin de Fer, Stanley M. Doyle, Glendive, Montana; Robert B. Turner, St. Louis, Missouri; Milt D. Campbell, Cincinnati, Ohio, and E. V. Ingram, Los Angeles, California; Commissaire Intendant National, N. Carl Nielsen, Seattle, Washington; Historien National, Paul J. McGahan, Washington, D. C.; Avocat National, Charlton Lyons, Shreveport, Louisiana; Gardes de la Porte Nationaux, Edward S. Kornman, Baltimore, Maryland, J. G. Allard, Carson City, Nevada; Finance Committee, N. Carl Nielsen, Seattle, Washington, George F. Plant, Milwaukee, Wisconsin; Executive Committee of Cheminots Nationaux, S. C. Crockett, Montgomery, Alabama; Ralph Lloyd Jones, Mason City, Iowa; Frank M. Kee, Chicago; Children's Welfare Committee.

Robert J. Murphy, Nora Springs, Iowa; George H. Berry, Knoxville, Tennessee; Earle E. Barker, Parsons, Kansas, and Herb J. Michaels, Cincinnati, Ohio.

As this is written the axles of countless voitures are being greased for the voyage to the Omaha National Convention. From every corner of the country the wearers of the blue chapeau will come, to celebrate in Omaha the



Charles W. Ardery of Seattle, Washington, has been serving for three years as the Correspondant National, or National Adjutant, of the Forty and Eight Society, with headquarters in Indianapolis

end of the outfit's fourth successful year and the beginning of its fifth. They are going to try to make their celebration the most notable ever held by the Forty and Eight at a national convention, and Omaha promises to be just the right place to put on such a party. For the Forty and Eight at Omaha will take over for a night an initiation palace that is famed throughout the United States for its mysteries and its terrors, the den of the Ak-Sar-Ben, an Omaha civic organization having five thousand members.

Ak-Sar-Ben's den is a labyrinth of connected buildings centering about an auditorium. It is filled with huge initiation apparatus, the best that has been developed by Ak-Sar-Ben in the thirty years of its history. Dragons, mechanical bulls and horses and an assortment of bears and other living beasts will probably confront the prisonniers de guerre at the den. Connoisseurs of initiations say that the Forty and Eight, employing the elaborate apparatus available at the den, will make all its previous wrecks seem as mild as a potato race at a Sunday School picnic. Recruiting of P. G.'s as initiation fodder for Omaha has been under way for some time. It is hoped that the prisonniers will represent every State, and every voyageur who goes to Omaha is asked to bring with him one candidate for initiation. Membership requirements of the Forty and Eight make it necessary that every candidate for initiation have the indorsement of the voiture of the county in which he lives.

The committee in charge of the Omaha convention of the Forty and Eight will propose that all those Legionnaires who enter the society at Omaha will compose an "Omaha Class," which will

retain its identity, giving a dinner at each succeeding annual convention.

The Forty and Eight's annual parade at Omaha will be lighted over the entire course by fireworks provided by the War Department, including varicolored flares dropped from planes, rockets and bombs. The artificer of the Knights of Ak-Sar-Ben has built a float representing the Forty and Eight.

At Omaha a delegation of voyageurs from the native habitat of the flat-wheeled 40-men-eight-horses boxcar will for the first time attend the national sessions of La Société. A voiture of the Forty and Eight was recently organized in Paris—something like the carrying-coals-to-Newcastle stuff. This new voiture already is making plans for entertaining the voyageurs who come to Paris for the 1927 National Convention of The American Legion, if the plans for that convention go through. They will explain to the voyageurs at the convention some of the things that are in prospect for the Boxcar lads when they reach the French capital, free at last of American M. P.'s—at least of the sort that were all too likely to make things a bit warm for the wandering soldier of after-Armistice days.

What a prospect! The French populace, which never quite lost the idea that the American Army, despite its fighting qualities, was incomprehensibly crazy, may be depended upon to be doubly dazed when the returned combatants from Les Etats Unis come rolling back up the Champs Elysées aboard a fleet of boxcars. Probably they'll resurrect a saying that flourished as did no other during those throbbing years from 1914 to '19, to explain this phenomenon. What? "C'est la guerre," of course.



Voyageurs of Voiture 691 of the Forty and Eight, composed of members of King's Mountain Post and Lester Harris Post of Johnson City and National Sanatorium, made a tour of Tennessee towns and cities in this boxcar to help raise their State's quota for The American Legion Endowment Fund. Many of the voyageurs who made the boxcar tour are patients in the sanatorium at Johnson City—men particularly fitted to testify to the work the Legion is doing to help disabled men and the orphans of service men

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### 85 Courses from which to Choose

Courses in practically every field of endeavor can be enjoyed by those who served under the colors of Uncle Sam. Read the list of courses available and decide which one will help you.

### Ex-Service Men and Women only are Eligible

To all ex-service men and women regardless of creed or color, these courses are free. Fill in and mail the coupon today.

### Mail This Enrollment Blank

Mr. William J. McGinley, Supreme Secretary, Knights of Columbus, New Haven, Conn. Attention Dept. C-29.

Dear Sir: Please send me Bulletin 6 concerning Knights of Columbus Correspondence Courses together with an application blank.

Name \_\_\_\_\_ (please print)  
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 City \_\_\_\_\_ State \_\_\_\_\_

# It Wasn't Always Boxcars

(Continued from page 11)

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at 6%                      at 8%



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# PLUMES

by

**LAURENCE  
STALLINGS**

Author of "What Price Glory"

We recommend "Plumes" because it is a tremendously important novel, portraying the intimate personal life of a returned soldier and his wife, picturing their inevitable sacrifice on the altar of Patriotism and what it all comes to. It is a vivid story of two young people who attempt to cover the scars of war. Richard Plume comes home to his wife and child, with only one leg, a \$45.00 a month allowance from the Government and a bitter grudge against war.

*The author was a captain of the Marines at Belleau Wood, where he lost a leg in the first wave of the last attack on that strong position. It might well be a story of his own life.*

**Price \$2.10 Postpaid**  
**No C. O. D's**

**The Legion Book Service**  
The American Legion Weekly  
Indianapolis, Indiana

morale was high, for they shook hands and called to one another, "Well, ole man, how's eberyting wid you way down dah on de Pacific slope?" "Oh, everyt'ing is fine wid us! How t'ings getting along wid you fellers way up dah on de Atlantic slope?"

You couldn't beat an outfit of pioneering military cyclists like that. When a tourist asked one of the latter, "Where do you expect to go today?" the answer came back quick as a shot, "De Lawd only knows. We're followin' de lootenant!"

Deprecating the deep dust and mañy falls, but enjoying the scenery and the geysers, the Corps pedaled through the park, making a speed of seven miles an hour for 133 miles. One of their adventures was meeting a bicycle tramp who was riding through Montana, Wyoming, Idaho, Nevada and so on looking for work. He helped fix the rim of a wheel on the bicycle of one of the soldiers.

Their record hike was seventy-two miles averaging eight and three-quarters miles an hour. While the strength of this Corps was increased later to twenty and it proved valuable as scouts and couriers in regimental maneuvers, it did not continue, and during the usual peace inertia between wars, no similar organization took form. The extent of our country, its lack of a network of roads, its large supply of horses—all these were factors discouraging cycle corps while the reverse in Europe encouraged them.

"Unless the military cyclist has puncture-proof tires," Lieutenant Moss wrote, "he will, during times of actual warfare, dread the enemy's tacks as much as his bullets."

In peace as well as war, in civilian as well as army life, the bicycle is present in unobtrusive force. There are said to be five million in use in the United States today, which is more than might be expected with the boom

days of the late '90's, when close to two million a year were manufactured, so long ago.

The bicycle came a long way from the wooden velocipede or boneshaker fabricated in Connecticut in 1865. It attained the dignity of annual shows to which its devotees flocked as they do to automobile shows today. Take for instance the New York show of 1897, of which a reporter wrote, "The average man, who in the course of the day views one or more bicycles on nearly every block in the city, fancies he has a pretty accurate idea of their popularity, but it takes a bicycle show to convince him how incomplete was his conception of the variety of bicycles and the number of people interested in them."

It was at that show, by the way, that the accessories fiend who since has had his day with motor cars ran quite wild in bicycle extras. He was offering elevated rear seats with tandem bicycles, so that while you were propelling Daisy along you could look over her shoulder instead of only into her back while she was giving you "her promise true". There were special improved saddles and any variety of lamps using every illuminant from gas to oil. One machine had ram's horns for its handlebars. There were trick and automatic whistles and bells. There were ball tires, self-righting pedals, cyclometers, compasses and—prize of them all—wind guards to be worn about the wrists.

You must get away from the traffic to find the bicycle today, for in modern maelstroms its chances of survival are not so good and it does not venture in spite of the fact that the Supreme Court once declared it to be a vehicle with the same rights as other vehicles. (The decision was handed down in a suit brought by the buggy interests, who alleged that the bikes were scaring horses off the road.) The bicycle re-



Proof that the American bike got Over There. A group of men on leave getting off the train at Albens for the trip up Mount Chambotte and to Lake Bourget. The bicycle was particularly noticeable in A. E. F. leave areas, although 29,000 were used in France to help win the war

mains the friend of the vacationist, who holds it in high favor in such resorts as Florida and Bermuda, especially the latter, since the law allows no automobiles on the Bermuda Islands. It is the friend, too, of the small townsman, of the commuter and, as always, of the small boy.

Why it has not seemed to retain the friendship of the ladies is hard to understand. How they did blossom out on it! How cleverly they did pedal out of that place of theirs so long said to be in the home! Wasn't wheeling a beginning of their emancipation from the rigors of the whalebone and vast yardage of drapery? Hark back to this

quotation from a treatise on cycling for the fair sex:

"It is almost impossible for those women who have taken up cycling within the last year or so to realize the amount of general suspicion and prejudice from people who looked no further than the surface which had to be encountered and lived down by the first women who ventured a-wheel."

-Well, they managed to live it down all right. They lived it down so successfully that they got bloomers and lots of other women's rights thereby. If they ever want a justification for the knickers they sport today, the good old bicycle is still on hand.

**TAPS**

The deaths of Legion members are chronicled in this department. In order that it may be complete, post commanders are asked to designate an official or member to notify the Weekly of all deaths. Please give name, age, military record.

MAY ARMSTRONG, Lonnie Boyd Post, Camp Kearny, Cal. D. Aug. 17, aged 31, 2nd Lt., A. R. N. C.

DANIEL C. ASHLEY, Jr., Valdosta (Ga.) Post. Killed in auto accident, July 28, aged 31. Lt., Q. M. C.

PHILIP A. BAUER, Harris-Smith Post, Madalin, N. Y. D. at U. S. V. B. Hosp., Chelsea, N. Y., Mar. 13, aged 31. Served with 317th Inf., 80th Div.

HOMER BAYLESS, Floyd Post, Prestonsburg, Ky. D. July 27. Served with Co. A., 61st Inf., 5th Div.

FREDERICK BELOW, Lonnie Boyd Post, Camp Kearny, Cal. D. Aug. 8 at U. S. V. B. Hosp., St Paul, Minn. Buried at Colton, S. D. Served with Co. F, 48th Inf.

L. H. BURT, Omaha (Neb.) Post. D. Aug. 22. Served with 89th Div.

ULYSSES G. CARL, William R. Shipley Post, Wisconsin Veterans' Home, Wis. D. Aug. 9, aged 59. Major, 128th Inf.

JAY P. CLOUGH, Fred Coe Post, Cody, Wyo. D. Aug. 4, aged 39. Served with A. S.

LEO F. CONNERY, Charles W. Whiting Post, Avon, Mass. D. in Phoenix, Ariz., July 21, aged 33. Served in U. S. M. C.

HAZEL W. CORLISS, George N. Bourque Post, Waterville, Me. D. at Boulder, Col., in July. Served at Ft. Ethan Allen, Vt., and Ft. Williams, Me.

ANTONIO DEMASI, Windsor (Vt.) Post., D. July 23, aged 34. Served with 303rd Inf. 36th Eng., 35th Co., Trans. Corps.

HUGH R. DENNY, Pacific Post, Sawtelle, Cal. Killed in airplane accident, July 15, aged 30. Lt., Air Service.

CORNELIUS DONAHUE, Leo Cary Post, Albert La., Minn. D. July 31, aged 34. Served with Co. G, 3rd Pioneer Inf.

ALLE ENGER, Albert J. Hamilton Post, Bellingham, Wash. D. Aug. 7. Served at B. H. 50 and Evac. Hosp. 31.

WILLIAM J. FAGAN, Twin City Post, East Chicago, Ill. D. Aug. 11. Served with Bty F. 52nd Arty., C. A. C.

JOHN FENCENKO, East Side Post, New York City. D. at Bellevue Hosp., New York City, June 1. Served with Bty. A, 43rd F. A.

JOHN J. FITZPATRICK, Providence (R. I.) Post. D. at Providence City Hosp., Aug. 5. Served in Army.

JOHN S. FOSTER, Babylon (N. Y.) Post. D. Aug. 14. Capt. A. S.

LOREN GERB, Peru (N. Y.) Post. D. June 16. Served with 20th Eng.

EARL J. GLENN, Aubuchon-Dennison Post, St. Louis, Mo. D. July 2. Served with 12th Eng., Ry.

SAMUEL GOLESTEIN, Col. Townsend F. Dodd Post, Langley Field, Va. D. June 1, aged 23. Served with Med. Dept.

ERNEST GORDON, Albert V. Braden Post, Ishpeming, Mich. D. Aug. 3. Served in A. E. F.

ACY C. GOSE, Millard Colman Post, Mountain View, Mo. Accidentally killed, June 6, aged 30. Served with Co. G, 320th Inf.

WILLIAM HANSON, Helmar Reyelt Post, Harlan, Ia. D. Aug. 1, aged 43. Served in C. A. C.

HENRY HEINTZ, Faltz-Zuesline Post, Humphrey, Neb. D. Aug. 20, aged 31. Served in Army.

GEORGE HESS, Guttenberg (N. J.) Post. D. at Lake Placid, N. Y., Aug. 18. Served with Sales Commissary Unit 46, Espinal, France.

JOSEPH K. HUTCHINSON, San Francisco (Cal.) Post. D. at Paris, France, Aug. 16, aged 36. Lt. (j. g.) in Navy.

JAMES KALAGEROPOULOS, Wood River (Ill.) Post. D. Aug. 18, aged 28. Served at Camp Custer, Mich.

J. FLEMING KILGORE, Hughes-Pittinger Post, Powell, Wyo. Killed in auto accident, July 26, aged 25. Served in Army.

BRAUN A. LINDHOLM, Albert V. Braden Post, Ishpeming, Mich. D. at Fargo, N. D., during August. Served in Army.

CARRINGTON MACFARLANE, Henry H. Houston 2nd Post, Germantown, Pa. D. Aug. 22, aged 38. Served with Co. C, 334th Bn., Tank Corps.

NEIL MCCLELLAN, Pacific Post, Sawtelle Cal. Killed in airplane accident, July 15, aged 30. Served in F. A.

ROBERT MCGOWAN, Theodore B. Sachs Post, Chicago, Ill. D. in August. Served in Army.

FRANK J. MCKENNA, Herman Baker Post, Ogden, Utah. D. July 26, aged 29. Served in Bty. B, 145th F. A. and Bty. A., 123rd F. A., 40th Div.

DOUGLAS H. MCKOY, Wilmington (N. C.) Post. D. at National Sanatorium, Tenn., Aug. 21. Served at Camp Lee, Va.

THOMAS J. MCNAMARA, H. U. Wood Post, Seguin, Tex. D. Aug. 12. Served with Troop D. 12th Cav.

MAX L. MERRITT, Aubuchon-Dennison Post, St. Louis, Mo. D. June 17. Served with 12th Eng., Ry.

SHERMAN E. MOORE, Hugo Fales Post, Belding, Mich. Drowned, July 12. Served at Camp Custer, Mich.

LEWIS M. MUSSER, Parkersburg (W. Va.) Post. D. July 25, aged 43. Served with 28th Eng.

ROLPH F. NANNSTAD, Henry M. Guttormson Post, Lanesboro, Minn. D. at Wykoff, Minn., May 2, aged 30. Served with S. A. T. C.

J. BYRON NICKERSON, Wheeling (W. Va.) Post. D. at Saranac Lake, N. Y., July 24. Commander of West Virginia Dept. during 1921.

STEVE M. PARKS, Cole Burns Post, Sumner, Miss. D. Aug. 16, aged 34. Served with Q. M. C.

ANDREW L. ROBINSON, Milligan-Goodson Post, Hobart, Okla. D. Aug. 19. Served in Navy.

JOHN V. SHARKEY, Frazer-Barnitz Post, Philadelphia, Pa. D. at Charleroi, Pa., Aug. 9. Served at Ft. Sam Houston, Tex.

JOHN J. SHEA, Leo E. Richmond Post, Onaway, Mich. D. Aug. 16, aged 40. Served with Co. C, 120th M. G. Bn., 32nd Div.

DEWITT I. SHEALEY, Lester Harris Post, National Sanatorium, Tenn. D. June 7, aged 29. Served with Co. A, 324th Inf.

ERWIN S. SHUSTER, William H. Carson Post, Paulsboro, N. J. D. July 18, aged 28. Served on U. S. S. Orizaba.

ELMER SKINNER, Gordon M. Crothers Post, Dade City, Fla. D. in hospital at Oteen, N. C., July 31. Served in Army.

MARVIN J. SPENCE, Lester Harris Post, National Sanatorium, Tenn. D. June 12, aged 27. Served in Navy.

EDWARD J. THOMAS, Harry Mac Post, Branchville, S. C. D. Aug. 16, aged 33. Served in A. E. F.

HARRY UNWIN, Semper Fidelis Post, Buffalo, N. Y. D. at Pittsburgh, Pa., July 30, aged 57. Major, Ord. Dept.

WALTER A. WALSWORTH, Wiley Davis Post, Clear Lake, Wis. D. July 27. Served with 345th Inf., 87th Div., and Co. L, 47th Inf.



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# Bursts and Duds

Payment is made for material for this department. Unavailable manuscript returned only when accompanied by stamped envelope. Address American Legion Weekly, Indianapolis, Ind.

## Automatically Tearful

"Ah," gloated the lawyer. "This case is going to be easy to win."

"Your client's conscience is clear?" inquired his friend.

"No. But she's suffering from hay fever."

## Come Out of There, Maurice

[Ad in *Minneapolis Journal*]

LOST—Dark gray suit coat with small brown stripe. Maurice L. Rothschild in inside pocket.

## The Hardest Part

Ethel: "Do you think a girl could remain true to her very first love?"

Clara: "Why, of course—if she could remember who he was!"

## Then the Proofreader Left Town

[From the *Lancaster (Pa.) Intelligencer*]

Miss Lucille Rife as flower girl carried a basket of roses and sweet peas. Mr. Robert Jones of Altoona wore a frock of pink georgette and acted as best man.

## Rondeau

From you alone, I may retrieve  
My fainting faith and needed tone,  
So that once more I might believe—  
From you alone.

Unfruitful days for me have flown  
And shipwrecked on dim shores I grieve,  
With no fair skies to call my own.

A boon I crave before I leave—  
That ten you promised o'er the phone,  
And so I hope I may receive  
From you a loan.

—Thomas J. Murray.

## Those Famous Hollow Legs

[From the *Atlanta Journal*]

Shaw was shot in the leg after an automobile chase through the downtown district, by the officers who suspected it contained liquor. No whisky was found, however.

## Still at It

Private Brown, a rookie, was discussing radio.

"What type of receiving sets do they use in this man's Army?" he asked. "Heterodyne or neutrodyne or what?"

"None of them, buddy," replied Corporal Smith. "They use the super-iodine."

## Where Men Are Men

[From the *Minsdale (Mont.) Tribune*]

On Friday and Saturday of the stampede the two bath tubs in the basement of the First National Bank Building will be open for use. Plenty of hot and cold water.

## Looks Risky

"I'm afraid we wouldn't be happy if I married you," she announced.

"Why not?" asked her admirer.

"I read that one out of every seven marriages is unhappy, and I've already been married six times."

## A Giant Kleptomaniac

[Heading in *Minneapolis Journal*]

Minnesotau Takes Big Telephone Post.

## Certain Acquittal

The village loafer had been arraigned on a charge of chicken stealing, and had in-

formed his attorney that he intended to plead guilty.

"How do you figure your chances are better by doing that?" he was asked.

"Wal," drawled the client, "I'm sech a durned liar nobody'll believe me."

## That's Enough for Anybody

[Ad in the *Turlock (Cal.) Daily Journal*]

WANTED—I will work four days a week, farm work preferred.

## By Ear

"They fell in love at first hearing."

"How come?"

"She was a telephone operator and he was a radio announcer."

## Moonlight à la Carte

[Ad in *Muskegon (Mich.) Chronicle*]

Doan Trail Riding Academy—day or night ride in the moonlight.

## Mixed Foursomes

A war broke out near Eden;

Recruiting was in vain.

They called for Abel-bodied men,

And thus exempted Cain.

—J. O.

A burglar's life I do not crave,  
Though some may see its beauty.

I wouldn't mind being shot in the pants,

But you can't smoke while on duty.

—R. W. F.

The mercury's at ninety-six

And not a zephyr stirs.

In fact, it's almost warm enough

For women's summer furs.

—N. R.

## We Heard the Town Was Pretty Wet

[Ad in the *Woodlawn (Ill.) Courier*]

SITUATION WANTED—Washington taken home, dried out doors.

## Remarkable Record

[From the *Louisville Courier-Journal*]

Rodolfo Gaona, Mexico City's pet bull-fighter, has bade farewell to the arena after fighting bulls for twenty years without being killed once.

## Home Atmosphere

"I want a parrot that swears somepin awful."

"May I ask, madam, why you wish to buy such a bird?"

"Me husban's been sent up fer a year, an' ye can't imagine how I misses him."

## Another Triumph of Surgery

[From the *Schwoenksville (Pa.) Item*]

Richard, son of Rev. D. K. Laudenslager, had his tonsils removed in the Riverview Hospital, Norristown, yesterday. His leg is improving and he uses a cane instead of crutches.

## A Martyr

"You don't love me or you'd eat my biscuits," sobbed the young wife.

"I do love you, darling," her husband protested, "and I'll keep on eating your cooking until I starve."

## Bat Them Politely, Now

[Ad in *Corning (N. Y.) Evening Leader*]

RESPECTFUL men to bat berries. Write Clark Price.

## Crystal Gazing

Tinker, tailor,

Soldier, sailor—

Which one shall I woo?

When Fate divvies,

Do I draw civvies,

Olive drab or blue?

—Ray W. Frohman.

## Coals to—

A country visitor carefully read the information booklet he found in his room in the World's Greatest Hotel.

"'All the Comforts of Home,' is it?" he snorted. "An' I had to come clear to New York City jest fer that!"

## That Rich Nebraska Soil

[From *Lincoln (Neb.) State Journal*]

Even the canary that has been raised from the canary seed by its mistress often expresses warm affection for its mistress.

## All Arranged

The installment collector called on Murphy for a back payment, but Murphy was not flush.

"You say you have some money coming in a little while?" asked the collector.

"I have that. I insulted O'Brien yesterday. He'll beat me up tomorrow, an' I ought to have damages in two weeks."



The ideal home for a newly married couple. Both of them are afraid to start a fight

# At Last in One Volume!

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THE popular series of D. C. I. stories, so long a distinctive feature of The American Legion Weekly, are now available in ONE VOLUME.

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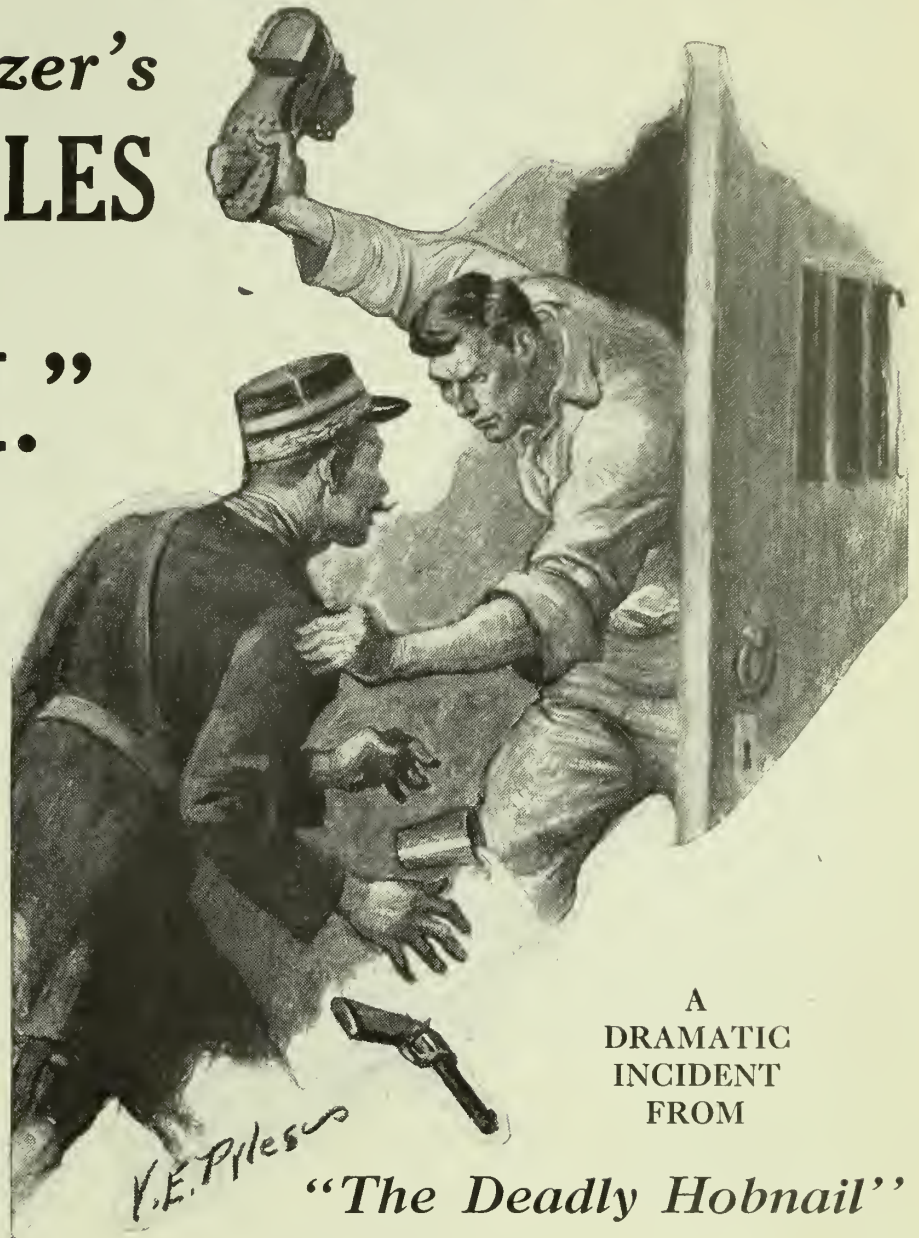
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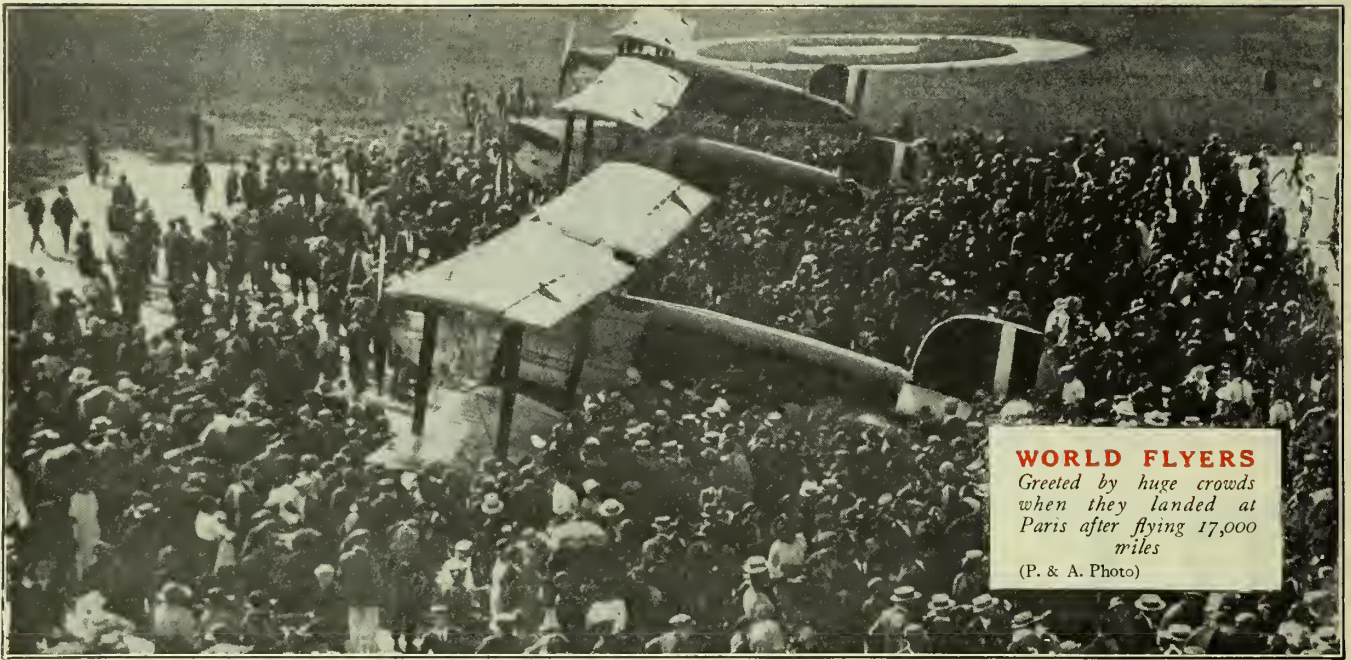
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*Greeted by huge crowds when they landed at Paris after flying 17,000 miles*

(P. & A. Photo)

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